LXIII. No. 7. Chicago, Ill., U. S. A., October 10, 1929. Price $2.00 Per Year. 20 Cents Per Copy.

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain, feed and field seed handling plants.

In This Number:

25 Years of Earnest Work for the Grain Trade
Scabby Barley at Chicago
Wheat Features Bearish
Meeting of Southern Feed Mftrs.
Does Not Fear Farm Board
Soy Beans a Coming Crop
New Source of Tankage
Wonder Grass Fakir in Custody
Liability for Loss in Transit
Oppose Diverting Public Money to Private Use
Doings of the Farm Board
The Science of Merchandising
Cottonseed and Meal in Narrow Range
Changes in St. Louis Millfeed Rules
Landlord Comes Before Mortgages
Carrier Liable for Unreasonable Delay?
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No Manipulation of Storage Room
Harris to Speak on Farm Relief
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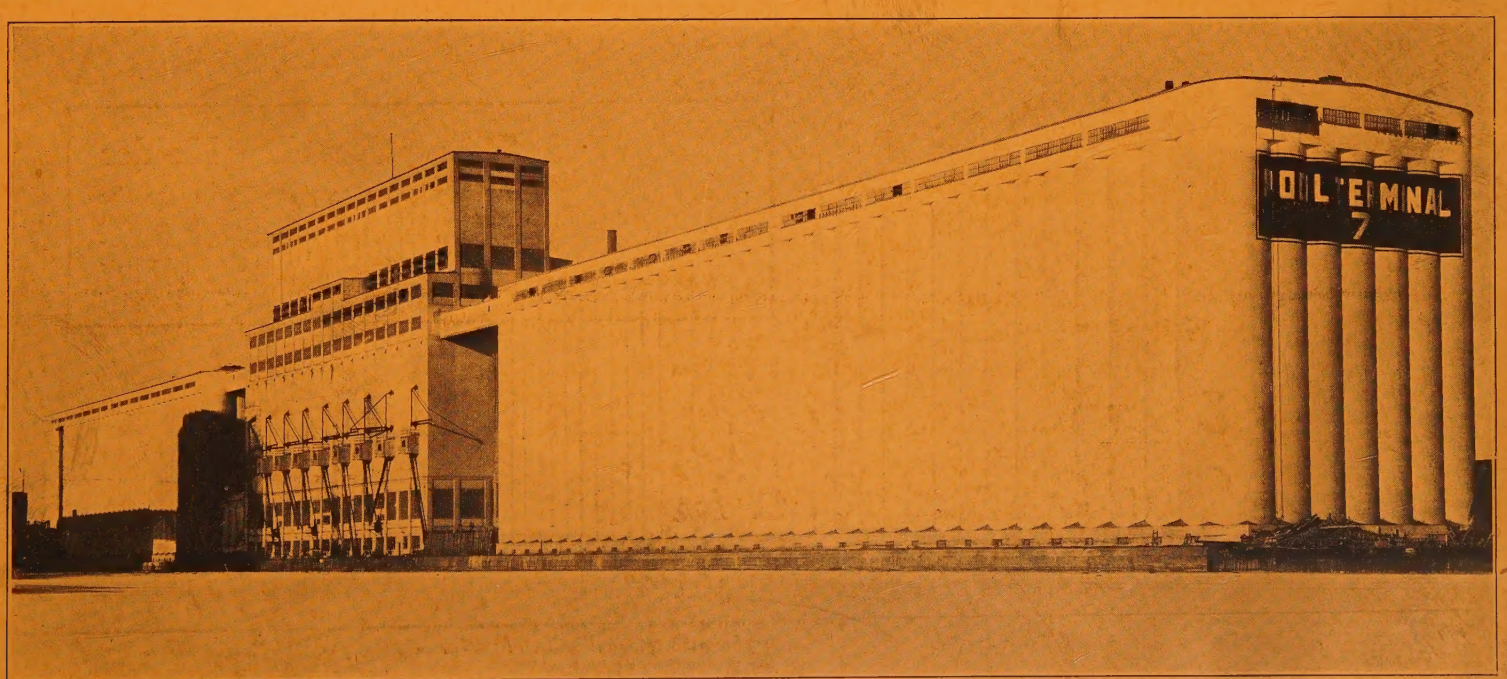

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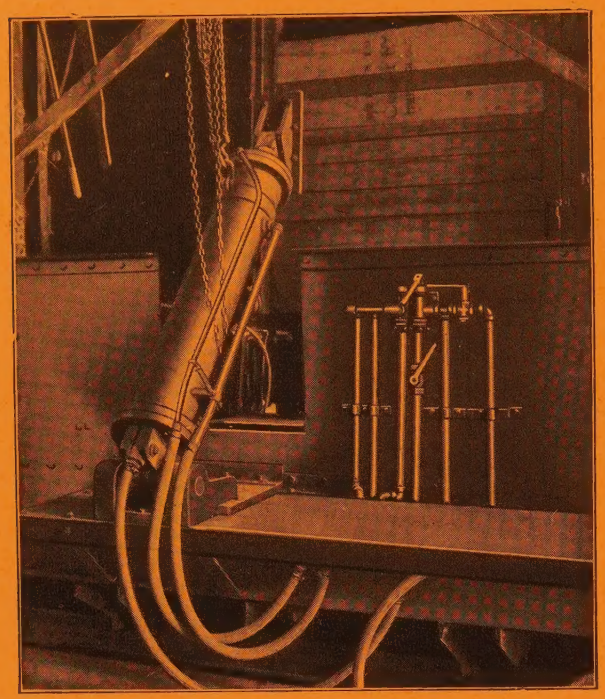

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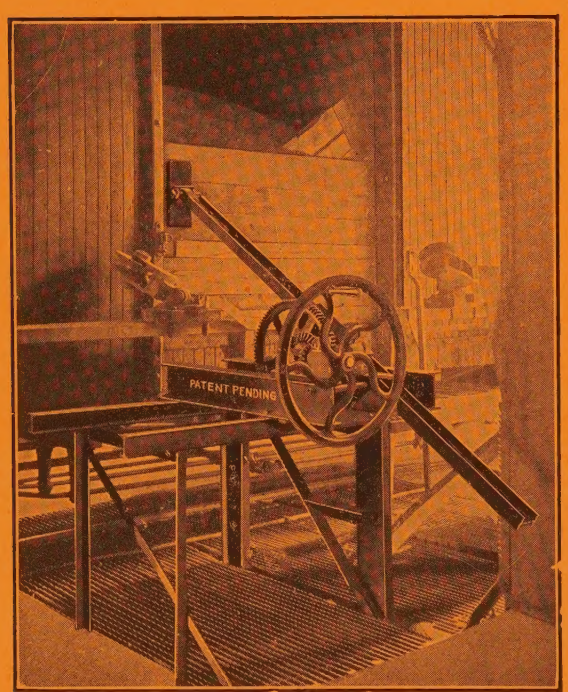

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(Continued on next page.)

Grain Dealers Journal, Incorporated. Published on the 10th and 25th of each month in the interest of progressive grain and field seed wholesalers at 309 South La Salle Street, Chicago, Illinois, U. S. A. Price $2.00 per year. 20c per copy. Entered as second-class matter August 5, 1898, at the post-office at Chicago, Ill., under the act of March 3, 1879. Vol. LXIII, No. 7, October 10, 1929.

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"THE CONSIGNMENT HOUSE OF ST. LOUIS"
GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
125 MERCHANTS EXCHANGE BLDG. ST. LOUIS, MO.

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Peoria, Illinois
Handling Grain on Commission Our Specialty

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Receivers **GRAIN** Shippers
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Rumsey, Moore & Co.
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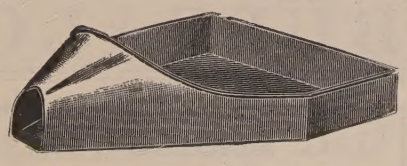

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.
Grain Size, 2½x12x16½", $2.00.
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Kansas City, Mo.

Specializing in Southwestern Corn

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Capacity 5,500,000 Bushels

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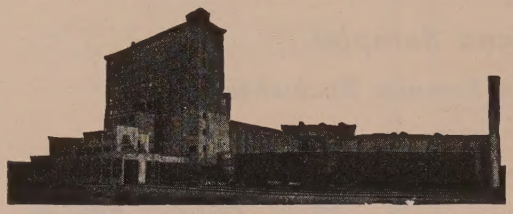

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Modern Fireproof Storage

Ask for our bids on Wheat, Corn, Oats, Rye and Barley for shipment to Kansas City and the Gulf—Special Bin Storage Furnished at Regular Storage Rates.

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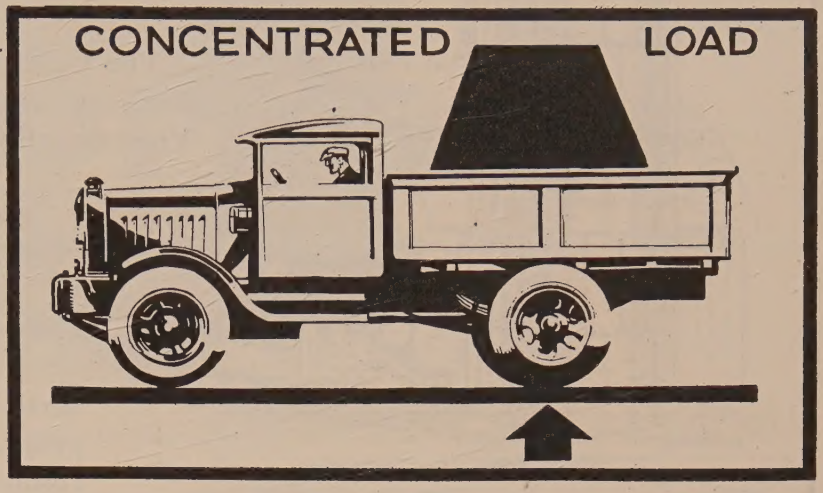
There's danger in "shifted cargoes"



Modern loads demand modern scales!

Veteran men of the sea know well the hazard of shifted cargoes—"unbalanced loads." On land, alert business men, too, have recognized a danger in "unbalanced loads," and they are matching changed conditions with modern equipment.

Today, commercial loads are carried in motor trucks. Loads which in days past were evenly distributed between the front and rear wheels of wagons are now tremendously increased and are concentrated (65% to 90%) on the rear axles of trucks. These "unbalanced loads" break down the mechanism of wagon scales and make them unreliable.

Accurate weighing of motorized loads demands such scales as the Fairbanks Type "S" Truck Scale—*built* for "unbalanced loads," and designed to record correct weight regardless of where the load is concentrated. Type "S" Scales are built on the same suspended platform construction principle as Fairbanks Railroad Track Scales. They *stay* in adjustment because the load is *suspended from* the knife edges instead of resting upon them. Gravity returns the platform to normal position when loads are removed. Rugged strength more than adequate to withstand sudden impacts and the strain of trucks starting and stopping is built into these scales.

We have prepared information that has proved valuable to men who know that it does not pay to jeopardize profits and goodwill by using obsolete weighing equipment. Your request will bring it by return mail.

FAIRBANKS, MORSE & CO.

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Fairbanks Scales

Preferred the *World Over*

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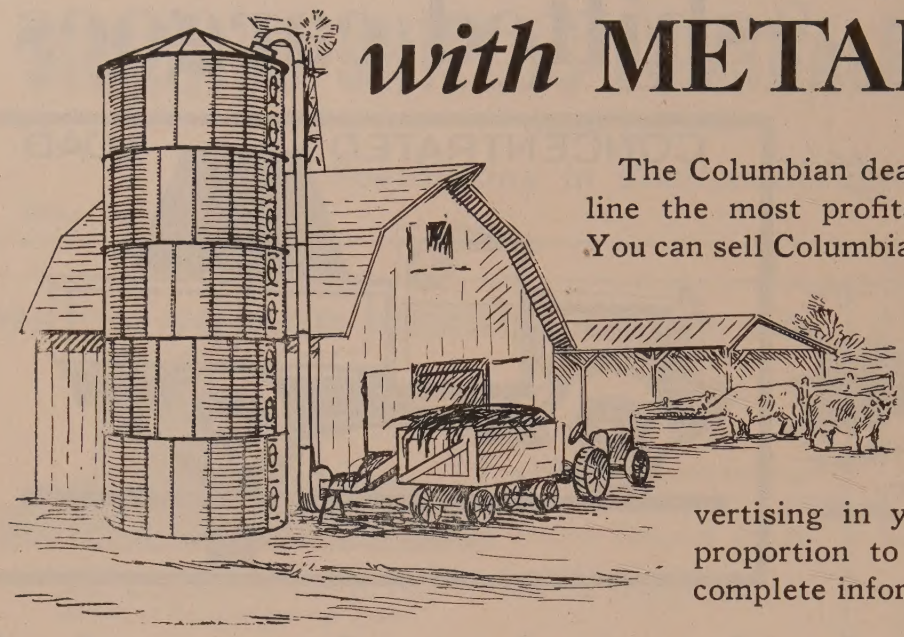
Earn a New Profit with METAL SILOS!



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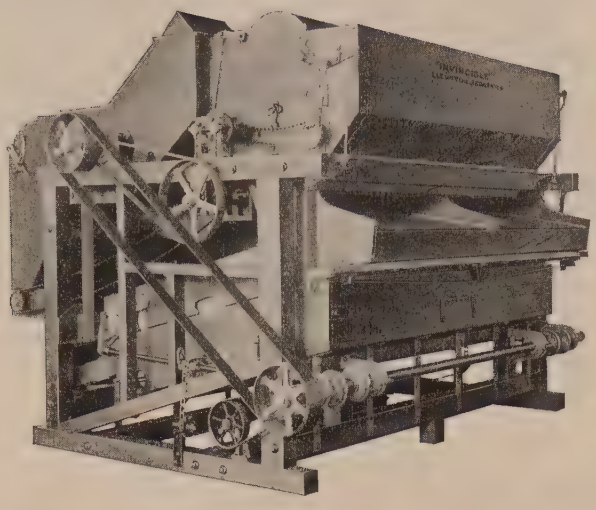
"Invincible" Elevator Separators



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The plain truth is all that is needed to sell grain cleaning machines as good as "Eurekas" and "Invincibles."

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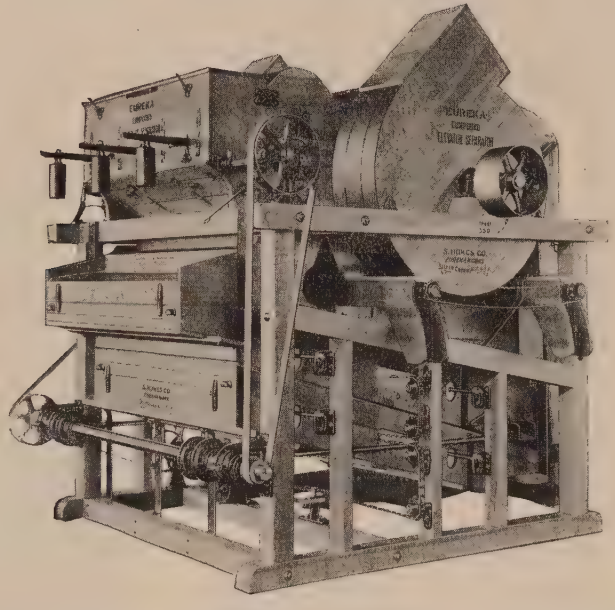

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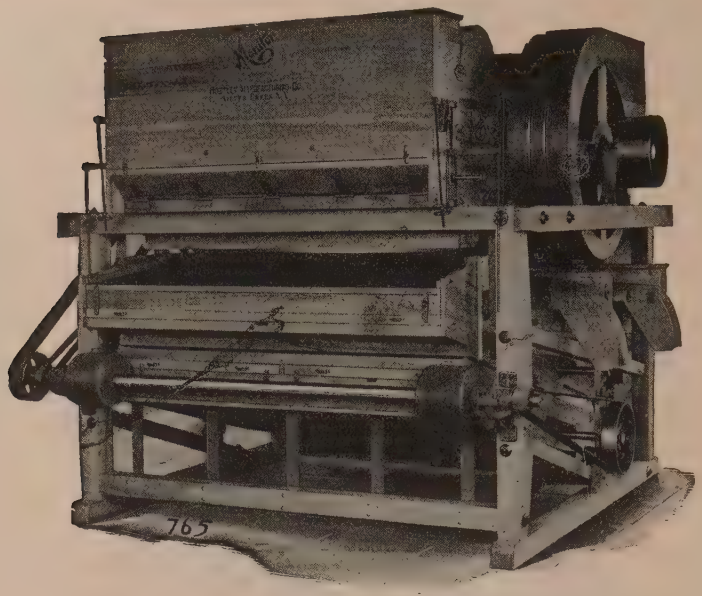

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You may be operating a cleaner and paying a power bill, without the benefits that you are entitled to.

With the MONITOR Cleaner in your plant and properly adjusted, you do get results. The machine earns you profits.

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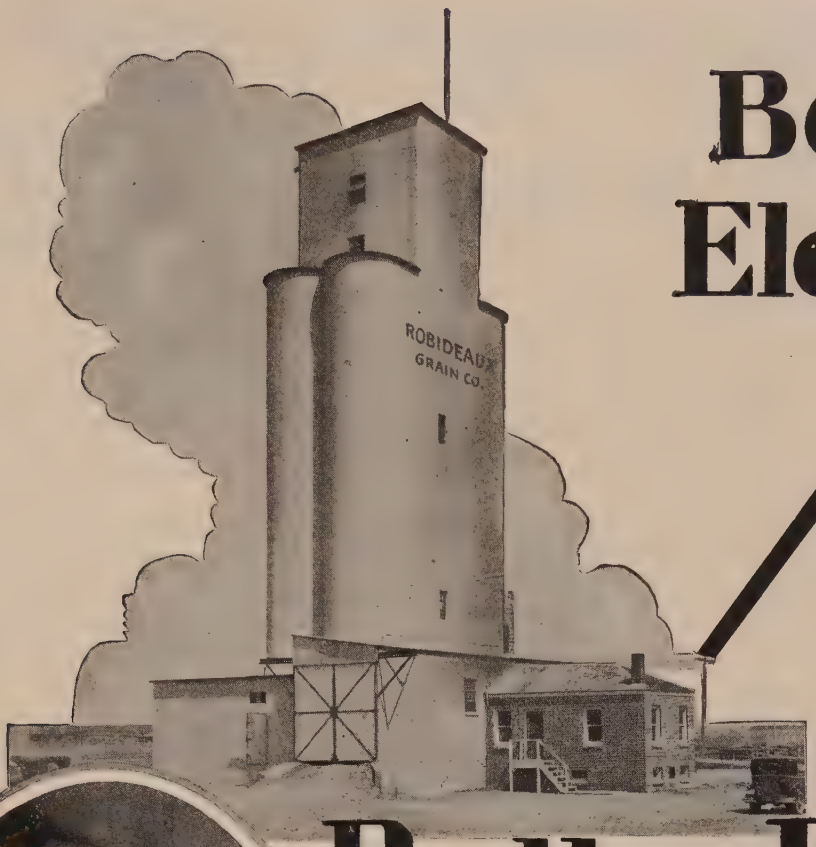

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G-E totally enclosed, fan-cooled motor driving one of the 2500-bu. legs

ALL over the Wheat Belt, modern elevators are springing up—elevators designed to handle grain with swiftness, safety, and profit.

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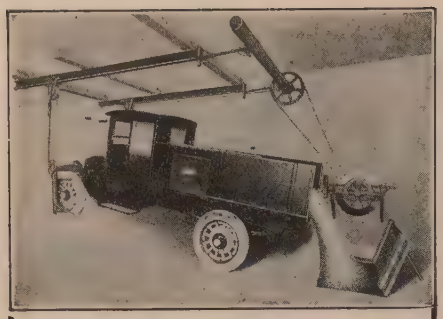

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Rubber Protector, $2.00
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Bearing shipper's name and consecutive numbers.
Prevent CLAIM LOSSES
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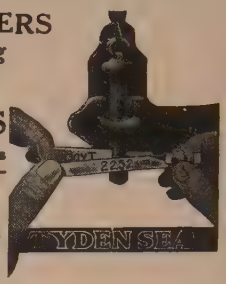

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Grain Dealers Journal
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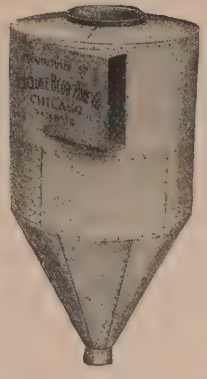

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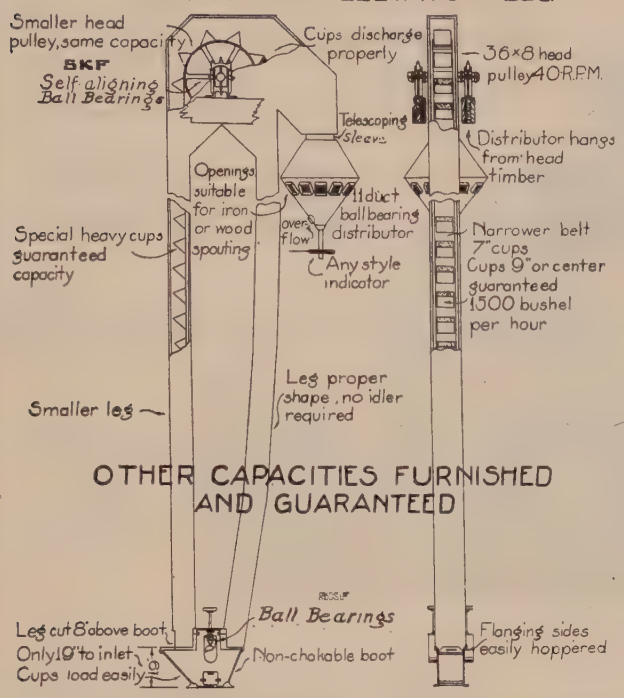

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Our elevators stand every test Appearance, Strength, Durability and Economy of Operation

Estimates and information promptly furnished

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Operated by
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Positive Clutch.

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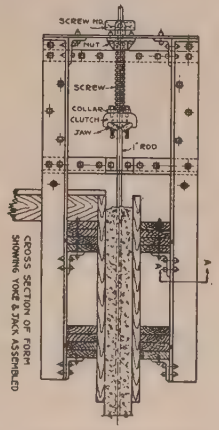

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Grain Elevators

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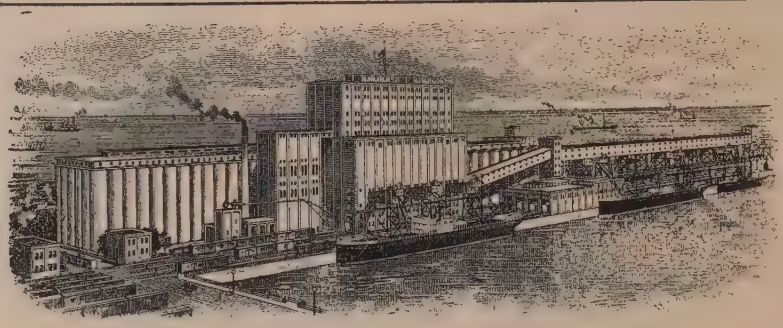
Capacity 5,000,000 Bushels



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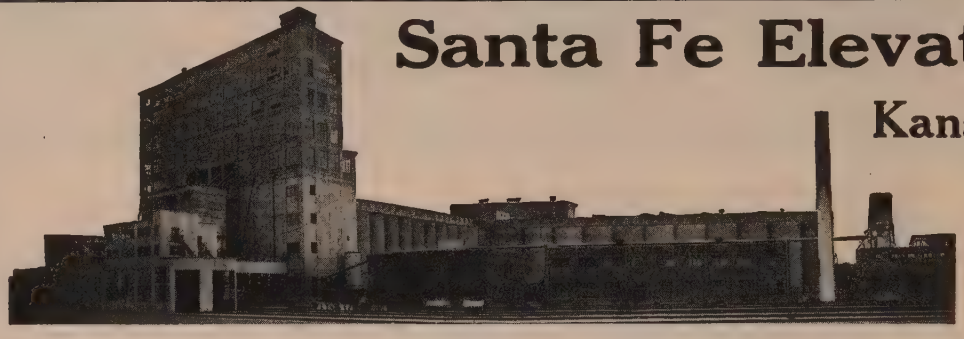

Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 460 St. Helen Street, Montreal 837 W. Hastings St., Vancouver, B. C.
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Southwestern Engineering Company

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Modern Mills, Elevators and Industrial Plants

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GRAIN ELEVATORS

Flour and Feed Mills Warehouses

Construction—Painting—Wiring

Magic Grain Dump Co.
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Elevators, Mills, Warehouses

Designed, Built, Repaired

Estimates Cheerfully Furnished

HOGENSON CONSTRUCTION CO.

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Contractors and Builders of Grain Elevators that more than satisfy the most critical.

C. I. Erickson

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Designer and Builder
Elevators and Warehouses
Remodeling Work
Estimates Promptly Furnished

DO YOU NEED HELP

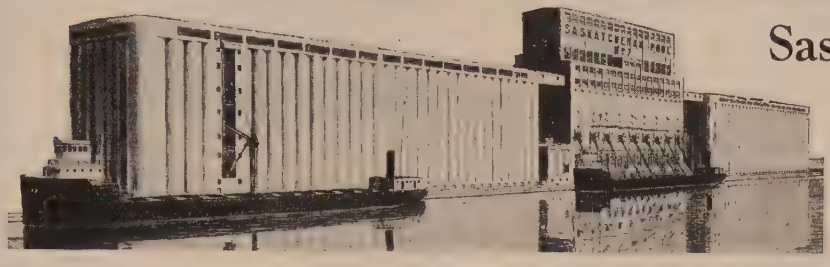
Russell, Kansas

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results,** as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

GRAIN ELEVATOR BUILDERS



Saskatchewan Pool Elevator No. 7

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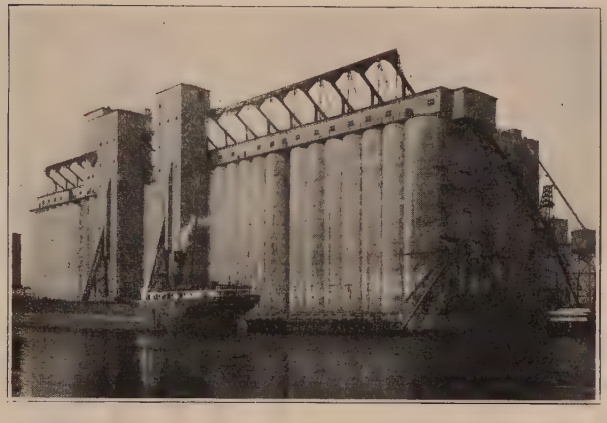
Largest single Elevator Contract ever awarded, recently erected by us in record time

THE BARNETT-McQUEEN CONSTRUCTION CO., Ltd.

Fort William, Ontario — Duluth, Minn. — Minneapolis, Minn.



International Milling Co.

Buffalo, New York

Capacity 3,500,000 Bushels

Designed and built by us in three periods of construction

Jones-Hettelsater Construction Co.

Grain Elevators, Flour and Feed Mills

600 Mutual Bldg. — Kansas City, Mo.

FEGLES CONSTRUCTION CO., Ltd.

Engineers — Constructors

Fort William, Ont. — Minneapolis, Minn.

DESIGNED for the years ahead—an advance we propose to maintain.

N. M. Paterson Co., Ltd. 2,500,000 Bu. Elevator Fort William, Ont.

ELEVATORS—FEED MILLS—WAREHOUSES

CHALMERS & BORTON

720 Pioneer Trust Bldg. — KANSAS CITY, MO.

HICKOK ELEVATORS

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GRAIN and COAL ELEVATORS

T. E. IBBERSON CO.

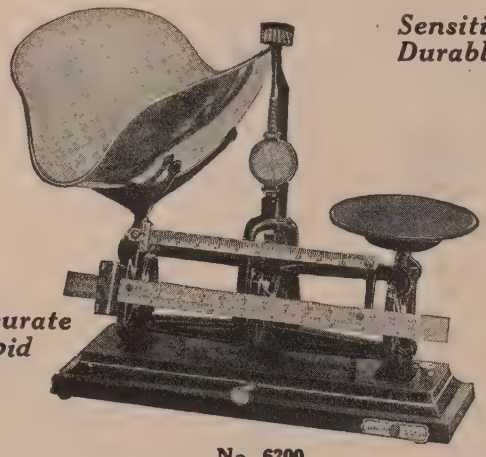
CONTRACTING ENGINEERS

MINNEAPOLIS, MINN.

Grain Grading Scale

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture, Grain Trade, etc.

Sensitive
Durable



Accurate
Rapid

No. 6200

For Quick and Accurate Determinations of Wheat Grain, Oats, Rye, Etc., Etc.

1. Test Weight per Bushel
2. Dockage
3. Weight for Moisture Test
4. Damaged Kernels

THE TORSION BALANCE CO.

New York 92 Reade St. | Chicago 228 N. La Salle St. | San Francisco 49 California St.

DP **SUPERIOR** OK
Cups

SUPERIOR DP OK ELEVATOR CUPS

A simple thing—this addition of these cups to your belts. But what a difference it makes in the efficiency of the elevator.

Here are five points of SUPERIOR ELEVATOR CUP superiority:

1—Capacity-Flexibility-Service.
2—Durability.
3—Perfect Pick-up and Discharge at all speeds.
4—Guaranteed to increase capacity of elevator by simply substituting the cups.
5—Our Engr. Dept. gladly at your service.

If you have not already received complete information about the advantages of Superior Cups, write today.

K. I. Willis Corporation

MOLINE, ILLINOIS

DISTRIBUTORS

B. F. Gump Co. ..... Chicago
Strong-Scott Mfg. Co. ..... Minneapolis
Mideke Supply Co. ..... Okla. City, Okla.
Hollis & Co. ..... Little Rock, Ark.
John R. Gray, Inc. ..... San Francisco, Cal.
Webster-Brinkley Co. ..... Seattle, Washington
Essmueller Mill Furn. Co. ..... St. Louis, Mo.
Essmueller Mill Furn. Co. ..... Kansas City, Mo.

Canadian Licensees

Geo. W. Reed & Co. ..... Montreal, P. Q.

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

We write Fire and Tornado Insurance covering Grain Elevators and contents, also Dwellings and Mercantile property.

OVER HALF A MILLION DOLLARS RETURNED TO OUR POLICYHOLDERS IN 26 YEARS

ASK ABOUT OUR SAVING PLAN

E. A. Brown, Pres. — W. J. Shanard, Vice-Pres.
W. Z. Sharp, Treasurer — E. H. Moreland, Secretary

Defective Flues

take a surprisingly large toll every winter in burned elevator property. The prudent property owner will make a careful examination of his flues and heating apparatus in time to make necessary repairs before the heating season begins.

Have you checked yours?

GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO.

INDIANAPOLIS, INDIANA

J. J. Fitzgerald, Secretary & Treasurer, Indianapolis, Ind.
C. R. McCotter, Asst. Secy. and Western Mg, Omaha, Neb.

Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President

A Legal Reserve Mutual Fire Insurance Company

FRICTION

again led the 1928

FIRE CAUSES

of the

Mill Mutuals

Anti-Friction Bearings

Reduce Fire Hazards
Reduce Power Cost
Increase Efficiency

Our Engineering Department is at your Service

Write your Mill Mutual Insurance Company or this office for particulars.

Mutual Fire Prevention Bureau

230 E. Ohio Street
Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

KANSAS—12,000 bushel elevator for sale at a bargain if taken soon. Must sell quick. 63S12, Grain Dealers Journal, Chicago.

INDIANA—40,000 bus. capacity elevator for sale; iron-clad; good condition. W. G. Sweet, Royal Centre, Ind.

MISSOURI—25,000 bus. elevator for sale; large warehouse; hammer mill; machinery for grinding meal; electric power. For information write Box 115, Napoleon, Mo.

MICHIGAN—Grain and bean elevators for sale, good coal business and dwelling connected, will sell all or separately. Address Farmers & Merchants Bank, Rives Junction, Mich.

EASTERN KANSAS elevator in good corn and wheat section. Coal and feed profitable side lines. Only elevator. Bargain for quick sale. Write 63T22, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATCR from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.

CENTRAL INDIANA elevator, coal and feed business for sale. 30,000 bus. elevator; coal bins for 6 cars coal; town of 400; high school; two churches; cement road. Worth the money asked. Write 63U11, Grain Dealers Journal, Chicago.

TWO OHIO elevators for sale. Will sell one or both. Doing good business. Town 10,000. Large hog, dairy and poultry feeding section. Well equipped; good reason for selling. Address 63U15, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator and merchandise business. Located 32 miles from Cleveland, Ohio. Business in good condition and making money every year. If interested, please write to The Litchfield Exchange Co., Litchfield, Ohio, for further information.

COLORADO ELEVATOR for sale. 5,000 bushel bin capacity, warehouse, iron building, includes air dump; set of Fairbanks Scales, with beam in office. Located in heart of wheat territory. Address 63S10, Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR in heart of a real grain and feed territory for sale; 12,000 bus. capacity; iron-clad building. In little town with two railroads; only elevator in town; doing a real business. Must sell account of health. Address 63T6, Grain Dealers Journal, Chicago.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

INDIANA — 12,000 bus. iron-clad elevator. Three story building; motor driven hammer mill; seed cleaner; in college town of 5,000 population. Good business, grain seed, feed, implements, fence. On C. C. C. & St. L. RR., or can ship over Monon. Priced right for quick sale—$8,000.00. Address Milton Brown, Greencastle, Ind.

NORTHWESTERN OHIO elevator for sale. 15,000 bus. capacity. Fully equipped and showing a large volume of business in both feeds and grain. Exceptionally large trade in custom grinding. Elevator could not be built for half the price we are asking. Warehouse room for 60 tons of feed. Capacity of coal sheds 250 tons. Will sell cheap for cash. Can make terms or might consider some trade. Address 63T25, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE

FOR SALE—Grain elevator and feed mill located 12 miles north of Jackson, Mich. People's National Bank, Jackson, Mich.

MINNESOTA—Farmers Elevator for sale. Located in one of the best farming and dairying sections. Only elevator in town. Address Herman Schwartz, Pres., Green Isle, Sibley County, Minn.

SOUTHEASTERN IOWA—10,000-bu. elevator and two-story warehouse, 40x100 ft.; well equipped with machinery; good paying grain, feed, flour and field seed business. Write 63S3, Grain Dealers Journal, Chicago, Ill.

TWO SMALL ELEVATORS combined handle flour, feeds, seeds, cement, lime, coal and fertilizer and good business in feed grinding. Located in village of six hundred on C. M. & St. P. Ry., in Oconto County. Owner is retiring. Address J. N. Bassett, Lena, Wis.

ELEVATOR FOR SALE OR RENT.

FOR SALE OR RENT—Good elevator with new No. 3 Carter Cleaner located in Red River Valley, in one of the best crop districts of this season. Death of owner is reason for selling. Address Box 90, Horace, N. Dak.

ELEVATORS WANTED

WANTED TO BUY—Elevator in Kansas, Nebraska, or Iowa. Must show good volume of business and be priced right. Address 63U10, Grain Dealers Journal, Chicago, Ill.

WANTED—To lease with the privilege of buying elevator in good grain territory. Must be in corn belt and have reasonable volume of business. Address 63T13, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy elevator suitable for retailing flour and coal, feed-grinding. Located southern Minnesota, Iowa or Wisconsin town having electricity, water, sewer, with population about 5,000. F. M. Pratt, Owatonna, Minnesota.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

FLOUR MILL FOR SALE.

FLOUR MILL—50-barrel new-way flour mill building and equipment in Frankfort, Kans.; in first class condition; in operation less than 5 years; will sell machinery separate from building; $2,500 will buy machinery. Inquire of A. W. Miller, Frankfort, Kans.

FEED MILL FOR SALE.

FEED MILL in hog and dairy community, northern Iowa. New machinery. One of best in state. Good town. Pop. 1,300. Address 63S4, Grain Dealers Journal, Chicago, Ill.

MILLS AND ELEVATORS FOR SALE.

FLOUR MILL AND ELEVATOR for sale very cheap also warehouse suitable for a feed mill. Best location for a feed mill that is badly needed. Address Herman Blumer, Berger, Mo.

MILLS FOR SALE.

WESTERN MISSOURI Flour and Feed Mill for sale. In good feeding section. Population of town 2,000. Bargain for quick sale. Address 63U19, Grain Dealers Journal, Chicago, Ill.

MIXED FEED AND MILLING PLANT for sale. Over 200 tons daily capacity. Located in splendid transit territory in the Southeast. Well established and successful. Unusual opportunity for large corporation. Address 63U8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Almost new 50 bbl. mill corn meal unit and 5,000 bus. elevator, running every day making money. Two railroads and in the heart of the wheat country. Bargain if taken at once. Write 63T17, Grain Dealers Journal, Chicago, Ill.

COMPLETE 75 bbl. wheat mill for sale. Built by Robinson Mfg. Co., Muncy, Pa. 9x20 rolls, ball chain and roller bearings; almost as good as new; run four years. Also one good 40 H.P. natural gas engine. For information write Hadley Mills, Mercer County, Hadley, Pa.

BUSINESS OPPORTUNITIES

COAL BUSINESS in a real live eastern Iowa city; big business and small investment with fine location. Address 62F1, Grain Dealers Journal, Chicago, Ill.

FEED, ELEVATOR AND COAL BUSINESS for sale. Must retire on account of age and health. Located on I. C. R. R. at Colvin Park, Ill. Address John De Barr, Kingston, Ill.

LIVE, established feed and seed business for sale. If you are alive this is an opportunity. Owner has other interests. Reid Brokerage Company, Port Huron, Mich.

RELIABLE MAN wants good firm to help him manufacture and market a real oat huller for custom plants. Will develop machine and manage sales. Write 63T23, Grain Dealers Journal, Chicago, Ill.

POOR HEALTH COMPELS ME TO SELL my flour, feed and grain business; complete Sprout Waldron equipment; feed grinder; cob crusher; corn sheller; corn cracker and grader; electric power. O. Wagner, North Freedom, Wis.

IF INTERESTED in buying a prosperous business in Southeast Mississippi, selling staples about $430,000.00 annually supported by cotton, lumber and trucking.—Correspond with the owners: K. C. Hall & Co., Laurel, Miss.

INDIANA feed store for sale, located at Ainsworth, Ind., 40 miles from Chicago, on Grand Trunk Ry. Ideal location for grain, hay and all kinds of feeds; well established business; 5 room brick bungalow, modern; 17 acres land, on R. R. siding, hard roads; large track scale and truck. This is a money maker and the price is very reasonable. Possession at once. Wm. Raschka, 615 Lake St., Hobart, Ind.

FOR SALE—A growing flour, feed, grain and farm supply business. Established nearly a century. Present owners eleven years. Reason for selling poor health one partner. Sales over $140,000 past three years. Last year over $160,000. Mill in good repair, machinery nearly all new, bulk storage for around 18,000 bushels, water power the year around. Good-sized warehouse built six years ago. Good dairy and chicken country. If interested write C. & L. Glover, East Randolph, N. Y.

SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have limited supply to sell at $2.60 per hundred or in lots of 500, $2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.

SITUATION WANTED.

FARMERS ELEVATOR MANAGER wants a position as manager, in Iowa. References on request. L. N. Wilson, Marble Rock, Iowa.

EXPERIENCED AND SUCCESSFUL grain solicitor desires to make a change. If interested address 63U6, Grain Dealers Journal, Chicago.

PRACTICAL GRAIN MAN with years' experience desires position buying grain and managing elevator. References furnished. Write 63U20, Grain Dealers Journal, Chicago, Ill.

SUCCESSFUL AND EXPERIENCED farmers elevator manager with a real record desires position with good company; experienced in all side lines; good accountant; good mixer with public; Illinois or Indiana preferred. Address 61Z10. Grain Dealers Journal, Chicago, Ill.

HELP WANTED

MANAGER WANTED for Yoder, Ind., elevator. Give full particulars in first letter. Studabaker Grain & Seed Co., Bluffton, Ind.

SCALES FOR SALE.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity, for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., 1012 Waldheim Bldg., Kansas City, Mo

FEEDS FOR SALE

OATS GROATS AND OAT HULLS.

We can make shipment, in bulk, of Hulled Oats and Oat Hulls, from Alton, Inwood and Hospers, Iowa.

Klein Bros. Grain Co.,
Alton, Iowa.

ENGINES FOR SALE

FOR SALE CHEAP.

1 Mogul I. H. C. 6—H.P. kerosene engine, excellent condition. Communicate with Farmers Business Ass'n, Hendley, Nebr.

FOR SALE—Fairbanks Morse Type "Z" 10-h. p. gasoline engine and cooling tank in good condition. For particulars write McMahon Co., Rapid City, So. Dak.

After Other Power Equipment Bargain Bulletin 388, just issued. Send for it. It's FREE.

ZELNICKER IN ST. LOUIS

Rails, Equipment, Tanks, Heavy Machinery for 30 Years.

Too Many Back Seat Drivers.

The Chairman of the Farm Relief Board Objects.
(From the Chicago Daily News)

The writer has received pleasure and profit from reading your publication from the time our business was incorporated in 1907, and wishes you a long and prosperous life.—W. O. Mansfield, Davenport, Wash.

MOTORS WANTED.

WANTED—25 H.P. 3-60-220 motor with starter, if in good running order. Address Star Feed Company, Beresford, S. D.

MOTORS FOR SALE.

BARGAINS IN MOTORS.

FOR SALE—Fairbanks Morse Induction Motor complete with base, starting box and switch. In good condition. 25-h. p.; Type H. V.; slip ring; speed 1200; volts 220; phase 3; cycles 60; pulley 10 in.; 8" face. Price $309.00. Address J. P. Sigler, Wakeeney, Kans.

MOTOR BARGAINS.

40 H.P., 1725 RPM., 110/220 volt, 60 cy. Single Phase Wagner with starter.
20 H.P., 1750 RPM., 110/220 volt, 60 cy. Single Phase Wagner, with starter.
20 H.P., 730 RPM., 110/220 volt, 25 cy. Single Phase Wagner, with starter.
Large stock. Write for list.
V. M. Nussbaum & Co. Fort Wayne, Ind.

ELECTRIC MOTORS!

FOR SALE—Hundreds of "Rockford Rebuilt" machines, all makes, types and sizes, available for immediate shipment. All thoroughly overhauled and reconditioned, fully covered by our "One Year Guarantee" against electrical or mechanical defects. Send for complete stock list.

BULLETIN NO. 36.

Sixty illustrated pages of motors, generators, transformers, etc., mailed free on request.

Rockford Power Machinery Co.,
620-628 Sixth St., Rockford, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm .....

Capacity of Elevator

Post Office .....

State .....

MACHINES FOR SALE

AIR-BLAST CAR LOADER, new, very best on the market; reasonable. Write or wire Standard Mill Supply Co., 1012 Waldheim Bldg., Kansas City, Mo.

WRITE ME

If you are in the market for good used machinery. I can supply you promptly. L. R. Veatch, 428 Pratt St., Buffalo, N. Y.

FOR SALE — Complete Nordyke & Marmon twenty-five barrel flour mill machinery can be shipped anywhere. For further particulars write I. J. Ross, Columbus, Ind.

Four No. 10-B Monitor Cleaners, in fine condition, suitable for cleaning wheat, oats, rye, barley—in fact, all kinds of grain. Will make very attractive price. If interested, write Occident Terminal Company, 316 Board of Trade, Duluth, Minn.

FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used, fully guaranteed. Wire, phone or write for extremely attractive prices. DIAMOND HULLER CO., Winona, Minn.

BATCH MIXERS.

Latest type, very best on the market, from 400 to 4,000 pounds capacity. Prices reasonable, let us have your inquiries for prompt shipment. Standard Mill Supply Company, 502 Waldheim Bldg., Kansas City, Mo.

TWO STEEL GRAIN TANKS for sale. Capacity for 25,000 bus. Each tank is 39 ft. high and 22 ft. in diameter, built of ¼" steel. Admirable auxiliary storage units. Will sell separately or together. Attractive price for quick sale. Address Sweet Springs Mineral Feed Co., Sweet Springs, Mo.

BIG DISCOUNTS.

Motors, platform scales, belting, pullies, conveyors, dust collectors, shafting, elevators, gears and sprocket wheels, coal elevators, etc. Let us know your wants.

Erie Wrecking & Construction Co.,
Box 98. Erie, Pa.

NEW AND USED MACHINERY FOR SALE

One 22" double head Bauer Bros. Ball Bearing, Motor-driven Attrition Mills; 1 Three pair high Feed Mill, excellent condition; 1 Hess Corn & Grain Drier; capacity 1,200 Bu. We own and have listed a large assortment of elevator, feed mill, flour & cereal mill equipment on which we can make you very attractive prices. It will pay you to write us before purchasing elsewhere. Standard Mill Supply Co., 1012 Waldheim Bldg., Kansas City, Mo.

MACHINES FOR SALE.

FOR SALE—Union Special, Type "L", motor driven, bag closing machine. Write or wire STANDARD MILL SUPPLY COMPANY, 502 Waldheim Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

SPROUT, WALDRON & CO.,
9 S. Clinton St., Chicago, Ill.

REBUILT AND NEW MACHINERY

24" BAUER AND MONARCH Attrition Mills, belt and motor driven. 20 and 22" Monarch Mills. 24" Dreadnaught. 1 bag piler. One 1-ton Vertical Batch Mixer. 1,000-lb. Vertical Batch Mixer. 1½ Ton Munson Mixer. A few large wooden tanks. 1 Monitor Oat Clipper. Crippen bean polisher. 20" Sampson Water Wheel. 35" Victor Water Wheel. Special prices on New Rubber Belt. Iron and Wood Elevator Boots. Large and small Elevators. No. 2 Jay Bee Hammer Mill. 1 Hughes Slow Speed Hammer Mill. Monitor Grain Cleaners. No. 3 Monitor Oat Clipper. Buckhorn Machine. 50 bbl. Midget Mill, late type, nearly new. Munson Corn Cob Crusher. Robison Crushers. 1 Oat Huller. 1 Carter Disc Separator. Prinz Scourer. Pulleys and Shafting. 300 bu. Hopper Scale. 100 lb. Bagging Scale. Automatic Scales. Oat and Barley Crushers. Everything for the mill and elevator. Write your wants. A. D. Hughes Co., Wayland, Mich.

MACHINES WANTED.

WANTED—A good used adding machine, also mimeograph. Address Golden West Grain & Cereal Company, Columbus, Nebraska.

WANTED—Conveyor about 40 ft. long for unloading coal. We want a good used outfit, and must have it installed by Oct. 15th. Write Gessie Grain Co., Gessie, Ind.

WANTED

Hammer Mills, 9x30" and larger Roller Mills, Automatic Scales, Feed and Flour Mixers, Grinders, Attrition Mills, 8x32" Reels, Feeders, Bleachers. Give price and full description. Address 63N14, Grain Dealers Journal, Chicago.

BAG PILERS

These are standard bag pilers for warehouse use. Sizes 8, 12, 18, and 30 ft. heights. Address

Standard Mill Supply Co.

Waldheim Building Kansas City, Mo.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

Truck Loads to Bushels

Direct Reduction Grain Tables on cards reduce any weight from 600 to 12,090 lbs. to bushels of 32, 48, 56, 60, 70 and 75 lbs. by 10-pound breaks. Just the thing for truck loads.

Printed on both sides of six cards, size 10¾ x 12¾ inches with marginal index, weight 1 lb. Price at Chicago, $1.50. Order 3275Ex.

Grain Dealers Journal

309 So. La Salle St. **Chicago, Ill.**

ANOTHER APPLICATION OF SKF BEARINGS BY THE

Central Grain & Elevator Company

Equipped with the highest priced bearing in the world

YOU MAY BUY A BEARING AS A BARGAIN BUT TRY AND GET A BARGAIN OUT OF USING IT

for

Nothing is apt to cost so much as a bearing that cost so little.

SKF Puts the Right Bearing in the Right Place

New Central Elevator Men Believe It's Cheapest to Start Right . . . . . and they use SKF Bearings

START RIGHT! That has been the policy followed by the officers of the Central Grain & Elevator Co. in building their new elevator at Amarillo, Texas. And that is why they have eliminated, from the very beginning, friction's drag, constant maintenance and the problem of fire, by equipping the head-shaft, jack-shaft and boot-shaft with SKF Ball Bearings. There are just two ways of looking at this anti-friction bearing business. You either want the known advantages of SKF enumerated above, or else, are satisfied to worry along in the same haphazard way with "good enough equipment."

Here's why Mr. C. C. Ridings, manager of this new elevator, thinks it's a wise and sound investment to spend a little more at the start . . . "While we have not been operating our plant long, we are more than delighted with our installation of your bearings, as we figure it is cutting our power bill more than enough to pay for the bearings. To anyone who has not used SKF Bearings, it would be a marvel to see the ease with which machinery moves on these bearings over the common, plain bearings."

Tell us about your elevator, and we'll show you how to get the same results. And you're not obliged to buy, just because you write us.

SKF INDUSTRIES, INCORPORATED, 40 East 34th Street, New York, N.Y. 2385

SKF

Ball and Roller Bearings

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill.
U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods for progressive wholesale dealers in grain and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

SUBSCRIPTION RATES to United States and countries within the 8th Postal Zone, semi-monthly, one year, cash with order, $2.00; single copy, 20c.

To Foreign Countries, prepaid, one year, $3.00; to Canada, prepaid, $2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator operators is unquestioned. The character and number of advertisements in each number tell of its worth.

Advertisements of meritorious grain elevator and feed grinding machinery and of responsible firms who seek to serve grain, feed and field seed dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

CHICAGO, OCTOBER 10, 1929

POOLS are finding it hard to pull his Legge.

SCOOPING grain at a station where he has no elevator is an unethical practice that will not be indulged in by any regular dealer who values his standing in the trade.

AMERICAN speculators are credited with ownership of 12,000,000 bus. of wheat held in Liverpool, which, if true indicates poor judgment on their part. Big stocks in the show windows do not help the price.

A LARGE grain storehouse is to be built at Helena, Arkansas, by the Inland Waterways Corporation, probably with government money. We have never considered Helena much of a grain market, but presume it has plenty of possibilities that will be developed under government coddling.

EATING seed wheat which had been treated with copper carbonate caused the distressing illness of two Texans recently. The timely arrival of a competent doctor saved their lives. Red poison tags should be attached to each bag of seeds so treated as a warning to humans to let the seeds alone.

POOLS have applied to the Farm Board for $70,000,000 and the Board has approved $57,000,000, but the fact that up to Oct. 1 only $686,600 had been called for indicates that the pools have not the collateral security or are unwilling to take out the money on terms compelling its repayment, neither of which reasons is flattering to the pools.

NEW CROP wheat is of such excellent quality it is folly to spoil a shipment by trying to mix in any old crop heat damaged wheat. The poor grain can be sold for what it is and a fancy price obtained for the good grain.

ALTHO the law has been long on the books application for licensing a private elevator as a bonded house was recently made in Iowa for the first time, showing how little demand there is for state warehouse supervision at country points.

PRICE insurance may soon have a tryout, the Staple Cotton Growers Pool having asked the Farm Board for $2,500,000 for this purpose, but the canny Scot at the head of the Board has postponed it to obtain what he calls "some actuarial estimates."

THE COLLAPSE of a new grain elevator in Wisconsin recently convinced its owners there is special advantage in having your grain storehouse designed by a man of experience in caring for the stresses to which all grain storehouses are subjected. Experience of this kind may cost a little more, but it's worth a whole lot more.

BURSTING of a high speed grinding mill in a plant at Hortonville, Wis., recently calls attention to an ever present hazard. The explosion hurled pieces of steel thru windows and doors to the street and fatally mangled the unfortunate operator. The mill hand who values his life will school himself into the habit of standing to one side or the other of the plane in which the steel beaters are whirring, since outside of that zone is comparative safety.

GOVERNMENT estimates of crops are sometimes very unreliable. The Argentine government, for example, estimated the total crop of flaxseed last year at 114,000,000 bus. Using Broomhall's figures on actual shipments plus surplus on July 19 we have 84,564,000 bus., a discrepancy of thirty millions. Evidently the estimate was grossly exaggerated or the Argentinians have hidden away an impossible quantity of flaxseed. Argentina consumes little except for seed.

A FIRE in the cupola motor of an elevator at Stronghurst, Ill., again emphasized the necessity of keeping motors clear of dust and dirt. A short circuit resulting destroyed the motor, and the fire department extinguished the blaze without flooding the house, so the damage was confined to the loss of one 10 h.p. motor. The new up-to-date motors now being made especially for use in grain elevators are self-ventilating, self-cleaning, and well suited to use in dusty places.

FARMERS elevator companies in Nebraska are being asked to subscribe for shares in a so-called federation, in an amount equal to 5 per cent of the amount of capital used in its grain business. In view of the big promises and small returns of most of the sales agencies hitherto promoted the directors will do well not to tie up their companies in such a manner that they can not sell their grain to the best bidder. The promoters of the latest scheme are so anxious to rope in the country elevators that they offer to accept subscriptions to stock to be paid for on the installment plan.

OUR DEPARTMENT devoted to "Letters Patent" proves very clearly that we have a number of inventors who are convinced the grain trade is in need of many improved mechancial devices and they are out to supply them.

CHICAGO'S first car of new corn received from the present crop tested 49.5 lbs. to the measured bu. and contained only 28.3% moisture. Evidently moisture is again going to make trouble for country shippers who neglect to test their corn receipts.

SHIPPING scales at Illinois elevators are being maintained in better condition than the scales in other states not having the opportunity of service from a truck carrying repair and testing equipment furnished by the scale company. Periodical testing of all scales encourages the railroad claim agent to pay for grain lost in transit.

SMUT is causing the discounting of so much wheat in the terminal markets, country elevator men should in self-defense insist that their farmer patrons treat all seeds thoroughly in order to reduce the smut in the following crop. Machines are now obtainable which insure every grain treated being thoroly covered with copper carbonate dust which is necessary if the propogation of smut is to be prevented.

SENATORS representing the eastern manufacturers who voted the $500,000,000 for farm relief must have been sadly disappointed when receiving the letter of the National Grange under date of Sept. 25 complaining that the duties on industrial and manufactured products have been raised more on the average than the rates on agricultural commodities. The statement of the Washington representative of the Grange that no system of marketing and money lending can overcome this handicap may be a dig at the Farm Relief fathered by the senators.

GRAIN DEALERS may be somewhat disturbed by the organization of the grain corporation made up of chronic agitators who have lived off the farmers for many years, but they cannot forget that experience, intelligence and thoro knowledge of the grain business are far more essential to success in the marketing of grain than unlimited capital, even though the government lends that capital without charge. The successful farmers who cultivate their acres instead of their neighbors ears will continue to market their grain where and when they please and without any dictation from the politicians or the agitators.

COMPULSORY pooling is opposed by the Saskatchewan Grain Commission in its voluminous report, but its declaration against compulsion is coupled with a suggestion that a compulsory pool should be in the control of the government. In other words it is opposed to the delegation of governmental powers to an agency independent of the government. Thinking wheat growers will reject the compulsory pool scheme just as did the farmers of Australia, for the excellent reason that it would be a tyranny of a majority over the minority, and by cunning political manipulation could be made a tyranny by a few over the masses.

A JACKSON, MINN., elevator operator who missed grain stored in a distant elevator advertised locally to provide sacks without holes to the thief if he would simply call in the office before visiting the old elevator. Needless to say that the thieves did not go back to the old elevator. So much stealing has been indulged in at different stations during the marketing of the present crop it is quite clear that the time has come when country elevator operators must watch their property more vigilantly or contribute more liberally to the thieves.

An Urgent Need of the National Ass'n.

In the early days of the Grain Dealers National Ass'n, the work of the organization was directed primarily against short weights and in behalf of a reasonable loading fee for every country elevator man who operated a depot for handling bulk grain, in the hope of placing a permanent handicap on the scoopers who were numerous thirty-five years ago.

At the great meeting of the Ass'n in Des Moines in 1900, the arbitration of trade differences was provided for and the first draft of trade rules adopted. Many changes and improvements in this work were effected in the first fifteen years of the century, but during recent years little change or alteration has been made, and no new association work has been undertaken. No study seems to have been made of the real problems confronting the grain trade of today in the hope of bringing about better methods, safer practices and surer profits.

In order to progress and lead the organized trade to these much desired improvements, the Ass'n should employ a man who has not only a wide experience in the grain trade, but a deep sympathy with the different sections of the trade and the many problems daily confronting them. He must be a man of tact and diplomacy and endless patience, as well as tireless industry. He must be guided by an earnest and honest desire to help the members of the trade to better business conditions.

The annual reports of the Arbitration Committees of both the National and the State Ass'ns show conclusively that the members of the organized trade are exercising greater care and caution in entering into contracts than ever before, but there is still a wide field for helpful work; work that will effect a permanent reduction in the number of failures in the grain trade as well as surer success for the average dealer.

It has often been suggested that the National Ass'n establish and maintain a Credit Bureau for the help and guidance of its members. If the Ass'n hesitates to assume the responsibility for issuing inside information collected from members of the trade, then it should organize a subsidiary and conduct all advisory correspondence relating to credits in the name of a separate organization. The laws of some states permit a trade organization to disseminate credit information that is denied to the private individual.

The National Ass'n should be able to stimulate all members to a keener interest in better methods of conducting the grain business and if such work is beyond the man employed as Secretary, then it should be left to an active Committee made up of experienced men who would enjoy helping their brother dealers to better business practices.

It might be that the consolidated organizations could find a man for Secretary who does not stand in general disfavor with the members of Congress and one whose knowledge of the grain business and sympathy for the individual dealers would result in heartier co-operation of all grain trade associations and more satisfactory results.

Consolidation at Country Stations.

Grain elevator operators at country stations will be more than pleased by the large number of consolidations at country stations which are reported in our news columns of this number. Twenty-five different stations are involved and doubtless the dealers at those stations will experience less difficulty in making a living from their business and the communities will be served far more efficiently in most cases because a partner is generally placed in charge of one line and he makes a specialty of one instead of trying to cover a half a dozen lines.

Investigation of previous consolidations has not developed one case of disappointment on the part of the interested firms. The year 1929 will long be remembered as the year of large mergers and numerous consolidations in every line of commerce and judging from the recent reports reaching us from country grain stations, the grain trade does not propose to be left mired in the rut of cut-throat competition.

Protest Public Money for Private Purposes.

During the past eight years of agitation in Congress for legislation to turn over public funds to the farmers there has been so little protest the Agricultural Bloc had little difficulty in enacting the bill once its terms were agreed upon.

The man in the street saw in the bill only another of the numerous raids on the treasury.

As soon as the public learns that it is to be injured directly a howl for repeal may be expected, from the great majority of citizens not included in the favored farm class.

The first rumble was heard Oct. 3 at Albany, N. Y., when the Eastern Federation of Feed Merchants held a special meeting to protest the small loan of $50,000 made by the Federal Farm Board to a competitor in the feed manufacturing and distributing business at Buffalo, N. Y. The New England Retail Grain Dealers Ass'n will join in the protest.

The objection by the feedmen that the Federation is but an ordinary stock company cunningly using the word "Co-operative" in its name may or may not be based on facts; but the principle properly applicable is much wider in its scope. All the activities of government must be carried on by the means supplied by taxes, taxes that are laid upon business that pay a profit; and the diversion of government money to develop enterprises that are chartered to do business not for profit will only result in decreasing taxable income and if carried to the logical extreme would pile the burden of taxation on a diminishing number of independent merchants, and in the end there would be no one to tax.

No Manipulation of Storage Room.

Allegations by those requesting the inquiry into the grain storage and terminal situation that speculators had filled up the grain elevators so that there was no room for farmers' grain have been disproved by the Bureau of Agricultural Economics in its preliminary report made Oct. 8 to the federal Farm Board.

Nearly all the grain storage buildings are privately owned and it is the privilege of an owner to decide whether to buy wheat and fill the house at the beginning of the season, or hold it empty until some farmer chooses to hold grain in store. The elevator proprietor has to bear the expense of maintaining the property, insurance, repairs, salaries of employes and taxes on the building, and can not afford to let it stand empty.

Operators of the relatively smaller public storage units are required by law to take in grain for millers, exporters and grain merchandisers without discrimination; and the grain merchandiser who does not own storage buildings now is in as bad a position as a farmer who would store grain in a public elevator that is already filled to capacity.

The guilty party is the Canadian Wheat Pool. Its holdings are congesting storage facilities from one end to the other of the Great Lakes and down to Montreal. On Oct. 7 there was 21,587,000 bus. of Canadian wheat, besides 2,580,000 bus. of other Canadian grain in store in bond in United States markets. There was only 8,789,000 bus. United States grain in store in Canadian markets on the same date.

The United States terminal markets had in store on Oct. 7 280,265,000 bus. of all kinds of grain, against 172,005,000 bus. a year ago. Of this 231,243,000 bus. was wheat alone. This accumulation of 108,260,000 bus. more than a year ago is due entirely to conditions over which the regular grain trade has no control. The three factors piling up the grain are political interference in granting a reduced rate on wheat loaded out at country points before Oct. 1, political interference with marketing by enacting a Farm Relief Board with promise to holders that their wheat would be taken off their hands by the government at a high price, and the determination of the Canadian Wheat Pool to hold wheat off the market.

I TRY to fix my thought on the good that is in every soul, and make my appeal to that. And judged by results, the plan is a wise one. It secures for you loyal helpers, worthy friends, gets the work done, aids digestion, and tends to sleep o' nights. I do not believe in governing by force, or threat, or any other form of coercion. I would not arouse in the heart of any of God's creatures a thought of fear, of discord, or hate, or revenge. I will influence men, if I can, but only by aiding them.
—ELBERT HUBBARD.

Treating Seed Wheat for Farmer Patrons.

Grain dealers in the Southwest seem to be exercising more foresight in the matter of cleaning and treating seed wheat for their farmer patrons than any other section of the country, as we find many of them installing the best machines obtainable and the strongest chemicals desirable for treating seed wheat in the hope of checking the spread of smut which has not only reduced the average yield per acre of wheat, but has also reduced the milling quality of the wheat harvested, with the result that shippers have suffered heavy discounts to their own personal loss.

While treating seed wheat for farmer patrons primarily is for the purpose of helping the farmer to a large yield of high quality grain, it will also result in larger shipments from the station and smaller or no discounts on the grain shipped.

Future Trading Being Adopted in New Lines.

Men engaged in many different lines of trade and industry are beginning to recognize the stabilizing influence of future trading and we find among the recent additions is the trading in burlap, jute, hemp, sisal, cheese and kapok for future delivery. It should make no difference to the producer of any commodity as to whether the buyer of that commodity wants to consume it in his furnace, eat it, or throw it in the lake, so long as he pays good money for it.

Some politicians have insisted that all buyers for future delivery were gamblers, but by degrees the more intelligent students of commerce have come to a clear understanding of the true advantages of trading in a commodity for future delivery. By making such trades attractive to speculators, more traders are enticed into the market to share in carrying the surplus which ordinarily would exert a depressing influence on the market value of that commodity.

Successful speculators always strive to visualize the future demands of consumers and do not hesitate to buy surplus commodities and carry them until the consuming public needs them, and when a commodity is dealt in on a public exchange for future delivery, the speculator is doubly willing to buy the cash article and sell it for a distant future delivery so that the distress of the producer of the surplus as well as the consumer are both helped by the venture of the speculator.

In the last three years, future trading has been extended to at least thirty new commodities without any protest from intelligent men who comprehend the advantages of such trading. Of course, we have the usual crop of bills introduced in Congress by benighted backwoodsmen who do not understand the first principles of commerce, but their number seems to be decreasing and the commercial world is thankful.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Reecently we have received reports of the following leaking or bad order cars:

G. N. 121091 was leaking flax when it passed Thompson, N. D., at 2 p. m., Sept. 18. The leak in the floor was repaired by the train crew.—Bernard Johnson.

C. G. W. 21238 going east thru this place on the morning of Oct. 8 was leaking flax in two places because of loose sheathing. About a peck ran out while the car was in the yards here. The leak was repaired by W. Higgins, stock buyer.—O. J. Kaschmitter, Whittemore, Ia.

Consignor Not Liable for Freight Charges.

Under the law the railroad company can collect the freight charges from either the consignor or the consignee at its option, and if either fails, can proceed against the other. It is not so, however, when the railroad company's agent has agreed with the shipper to collect the freight from the consignee, as was made clear by the decision of the Court of Civil Appeals of Texas in a decision given Feb. 14, 1929, in favor of the American Salvage & Supply Co., defendant in a suit brought by the Galveston, Houston & S. A. Ry. Co. to collect $122 of freight charges that the agent at destination had failed to collect from consignee.

B. L. Walkup, doing business as the Salvage & Supply Co., delivered a carload of oil well supplies to the Trinity & Brazos Valley Ry. at Mexia for shipment to W. A. Peters at Luling, Tex., with the verbal understanding and agreement that Walkup would not be liable therefor and that Peters would pay the freight charges.

At destination the agent thru error figured the weight as 36,000 lbs. when it was 56,000, and Peters got the shipment by paying only the freight on the lesser amount. When the shortage was discovered the railroad company attempted to collect from Peters but failed and then brought this proceeding against Walkup.

Appellant contends the trial court erred in permitting the witness S. B. Werner, the agent of the Trinity & Brazos Valley Railway at Mexia, to testify that he was the local freight agent for said company, and that on Mar. 12, 1924, appellee delivered to him as agent for said company a car of oil well supplies, with instructions to ship same to W. A. Peters at Luling, Tex,, freight charges to be collected from Peters, and that he received instructions from B. L. Walkup, the owner of the American Salvage & Supply Co., to ship same to said Peters, freight charges to be collected, and that he accepted the shipment under those instructions. The objection made to said testimony was that it was an effort on the part of appellee to add to, modify, and vary the terms of the bill of lading under which the shipment was made.

The Court said: Under the testimony as given by Werner, the agent of appellant, the car of freight in question was shipped to W. A. Peters at Luling, with instructions to collect freight charges from Peters, and same was accepted by said agent from appellee under said instructions. There is no evidence showing that the freight belonged to appellee, or that he was in any way interested therein, or that he had any connection therewith, except to deliver same to the initial carrier, to be by it transported to the consignee at Luling. Under article 905, Revised Statutes, the agent of the initial carrier, being agent for all the connecting carriers, had the right to make the contract for the shipment of the freight and look to the consignee alone to pay the freight charges.

In the case of Chicago, R. I. & G. Ry. Co. v. Floyd (Tex. Civ. App.), 161 S. W. 955, it was held, under facts very similar to those involved in this litigation, that the consignor was not liable for the freight charges. In Louisville & N. R. Co. v. Central Iron & Coal Co., 265 U. S. 59, 44 S. Ct. 441, 68 L. Ed. 900, Mr. Justice Brandeis, after stating that ordinarily the consignor was liable for the freight, stated: "It may be shown, by the B/L or otherwise, that the shipper of the goods was not acting on his own behalf; that this fact was known by the carrier; that the parties intended not only that the consignee should assume an obligation to pay the freight charges, but that the shipper should not assume any liability whatsoever therefor; or that he should assume only a secondary liability." In said case the court held that under the facts thereof the consignor was not liable for the unpaid freight.—15 S. W. Rep. (2d) 25.

Atty.-Gen. Can Proceed Against Omaha Grain Exchange.

O. S. Spillman, attorney general of the state of Nebraska, having threatened to enforce the law of 1927 against the Omaha Grain Exchange, the Exchange, by its attorneys, C. L. Waldron and Smith, Schall, Wright & Sheehan, went into court with a petition for an injunction to restrain the Attorney-General, alleging that the law is unconstitutional.

The District Court of Lancaster County decided against the Exchange and this was affirmed by the Supreme Court of Nebraska July 5, 1929, so that the petition of the Exchange is denied and the Attorney-General is free to proceed under the law.

In its petition plaintiff sets forth generally the nature of the business transacted by it and also pleads certain of its rules and regulations relative to the buying, selling, inspecting and weighing of grain, and that such rules and regulations are just and reasonable, but in conflict with the provisions of sections 2 and 3, c. 8, Laws 1927. It is further alleged that the Attorney General has threatened to commence proceedings against plaintiff, charging violations of said chapter 8, and is threatening to bring quo warranto to forfeit the plaintiff's charter, or otherwise secure an order, forbidding it to enforce its rules and regulations against its members, and it is alleged that the attempted enforcement of the law by the Attorney General will subject plaintiff to financial loss and irreparable injury, for which it has no adequate remedy at law.

Chapter 8, Laws 1927, consisting of three sections, bears the following title: "An act to regulate terms of settlement on car lots of grain handled on or through any public markets, elevators, grain exchanges or trade associations within the state of Nebraska." Section 1 deals with the sale of car lots of grain. Section 2 deals with the subject of reshipment of grain after inspection by licensed inspectors, and authorizes its reshipment without having to be unloaded and weighed where inspected. Section 3 provides that no person shall be deprived of this right of diversion by any rule or regulation of any market, board of trade, chamber of commerce exchange, inspection department, or similar organization, operating within the state of Nebraska. There are no penal provisions contained in said chapter 8.

Justice Good of the Supreme Court said: It is apparent that the only actions which would be available to the Attorney General would be either in the nature of quo warranto or an action to enjoin plaintiff from continuing certain practices, pursuant to its rules and regulations, which are inconsistent with the provisions of said chapter 8. It is also apparent that, if any such action is begun by the Attorney General and chapter 8 is unconstitutional, such fact will be a complete and absolute defense available in such an action to the plaintiff herein. While plaintiff has alleged in its petition, in general terms, that it has no adequate remedy at law and will suffer irreparable loss and injury unless an injunction is granted, no facts are pleaded in the petition from which it may be inferred that any such irreparable loss will be sustained.

Both parties to this action have requested this court to pass upon the constitutionality of chapter 8, Laws of 1927. For the reasons hereinafter set forth, we find it unnecessary to comply with this request. The rule is well established in this jurisdiction that this court will not pass upon the constitutionality of a statute unless it is necessary to a proper disposition of an action pending in this court.

Since the record does not disclose that plaintiff would suffer any irreparable loss, and since it does appear that it would have an adequate and perfect defense in any action instituted by the Attorney General for the enforcement of chapter 8, Laws of 1927, it follows that the trial court properly sustained the demurrer to the petition. The conclusion which we have reached renders it unnecessary and inexpedient to consider the constitutionality of chapter 8, since it is not essential to the proper disposition of this cause.—226 N. W. Rep. 452.

Asked—Answered

[Readers who fail to find trade information desired should send query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Landlord's Lien in Illinois?

Grain Dealers Journal: On Sept. 7, 1929, we bought 888 bus. of oats from a farmer and paid him for same. Today the landlord demanded that we pay him $345 cash rent. We were not notified to hold out any rent and it is our understanding that notice must be given to the grain buyer.—M. Funk & Son, Kernan, Ill.

Ans.: The Illinois law does not require that the landlord give notice of lien. It is different with the Illinois thresher's lien law, that requires notice to grain buyers before grain is settled for.

Chap. 80, Sec. 31, Illinois Revised Statutes, 1929, provides: Every landlord shall have a lien upon the crops grown or growing upon the demised premises for the rent thereof, whether the same is payable wholly or part in money or specific articles of property or products of the premises, or labor, and also for the faithful performance of the terms of the lease. Such lien shall continue for the period of 6 months after the expiration of the term for which the premises are demised, and may be enforced by distraint as in this Act provided.

Who Makes Wheat Straw Board?

Grain Dealers Journal: In the Journal July 25, page 134, there appeared the following news item:

"Wheat straw insulation board is being manufactured at the rate of 125,000 square feet a day by a St. Joseph, Mo., firm, which recently contracted for 30,000 tons of straw. Farm builders of stock houses are reported good buyers."

I am interested in obtaining the address of the firm that manufactures this straw insulation board. I would very much appreciate having any other particulars regarding the company.—E. D. Conti, Mexico City, Mex.

Ans.: Wheat straw insulation board is manufactured by the Stewart Inso Board Co., St. Joseph, Mo. The board is made from the fibres of wheat straw, the straw used coming from territory surrounding St. Joseph. The product, structural insulation, is marketed under the name of Inso board, and the company reports, in direct competition to similar products manufactured from sugar cane fibre, wood pulp and the like.

A. D. Stewart is the president and leader of the company which has expended approximately one million dollars in mill, machinery and development. Independent sources have reported the company as enjoying a good business.

Landlord Comes Before Mortgagee?

Grain Dealers Journal: I am holding some money which is disputed between mortgagor and landlord. The lease reads as follows:

"Party of the first part agrees to pay party of the second part the sum of $1 per acre cash each year during the life of this contract for the use of the land, the payment to be made on or before Nov. 1 of each year with interest at 6% after maturity.

"In the event of state hail insurance being put on any of the crops that shall be raised on the premises the party of the first part agrees to pay the entire amount of the hail insurance before the sum shall become delinquent."

The land is in South Dakota. The tenant gave a mortgage on this crop for machinery. Would landlord's claim for cash rent come ahead of the mortgage? In the event that the hail insurance had not been paid would that come ahead of the mortgage? Morristown Grain Co., Morristown, S. D., J. A. Hokanson.

Ans.: The tenant derives his rights from the landlord under the lease and the mortgage is subject to the lease and the landlord's lien comes first. As the payment of the hail insurance was part of the consideration for the lease it would have to be held the same as rent and would come ahead of the mortgage.

A mortgagee can not have any rights better than those of mortgagor, so that as far as the landlord is concerned the mortgagee stands in the shoes of the tenant.

Exchange Secretaries' Names Wanted?

Grain Dealers Journal: Kindly advise the names of the secretaries of the organized grain exchanges at Ogden and Salt Lake City, Utah, and Dallas, Houston and Galveston, Tex.—J. P. Loose.

Ans.: The names of the secretaries and the organized grain exchanges at the cities mentioned are: Ogden Grain Exchange, B. L. Slack, Eccles Bldg.; Salt Lake City, none; Dallas Grain Exchange, Fred Honea, 2106 Hickory St.; Houston Merchants Exchange, H. C. Schirmer; Galveston Cotton Exchange and Board of Trade, G. H. Brown.

Liability for Loss in Transit?

Grain Dealers Journal: Since Jan. 15 we have shipped 8 cars of corn to St. Louis, Mo. Four of these cars showed shortages of 990 lbs., 2,760 lbs., 5,270 lbs., and 8,090 lbs. from our loading out weights. The above all showed a clear record. We filed claims on them and claims have been rejected on two. We have not had decisions on two. Three of the above show car inspections and were not loaded out for 4 to 9 days after.

One of the above cars, 5,270 lbs. short, was loaded and billed out Saturday, May 25, but was not picked up until Monday, May 27. Had it gone out May 25 it would have sold for 2c per bu. more. Carrier claims that it had no train passing Clearfield, Ia., on that date which could handle the commodity and the following date being Sunday it was not subject to movement until May 27. There was a train Saturday and I do not know of a time a loaded car was not picked up (even empties) altho the train is a stock train. The carrier refused to pay the difference in the market at above dates.

Our other 4 cars shipped showed a shrink of 490 lbs., 600 lbs., 110 lbs., and 180 lbs. These cars were weighed over 30,000-lb. hopper scales in 4 drafts to the car. September 24 we asked the C. B. & Q. for railroad weights on the cars. September 30 we were notified that the railroad had no weights as it accepted Missouri destination weights.

We are at loss as to what to do and how to do as the commission company which offered to file our claims has returned our papers, saying it could do no more.

We have made tests at various times of wagon and truck loads of grain weighing from hopper scales and then over 10 ton wagon and truck scales, and at no time did we find more than a 20-lb. variation and that was from a spill at the elevator causing a part of the difference. The weighing was done by the writer who was as careful as it was possible to be, devoting all my time and attention to the loading of these cars. We would appreciate your early advice. In our 20 years of shipping never did we have such shrinks.—Garver Grain Co., G. G. Garver, mgr., Clearfield, Ia.

Ans.: A shortage of 5,270 lbs. is too great to be accounted for except by error in weighing at point of origin or destination or leak or theft in transit. When the loading weight at point of origin is proved the courts hold the carrier for that amount regardless of the weight at destination. The claim should be paid unless the railroad company has evidence that the shipper's scales are out of order, were never tested, and that shipments from his elevator are chronically short or over an excessive amount.

A delay of one day in picking up a freight car is hardly sufficient to warrant payment of claim for decline in market value, especially since the railroad company may not have had a train to pick up the grain car. Stock trains usually are scheduled to arrive at destination at a certain time and the carrier could not be expected to delay a stock train to pick up a car of grain.

Formulas for Full Line of Feeds?

Grain Dealers Journal: Is there a reliable source from which we can obtain the various formulas for a full line of scientific commercial feeds. Our plan is to add a moderate feed plant to our present mill for the production of high class goods.

We would like to know the recommended sources of supply for the various ingredients which might be needed to make up the feeds recommended. Some general suggestions on the business would be acceptable as we are at present in ignorance of the project.—Athens Roller Mills, Fritz Long, sec'y, Athens, Tenn.

Ans.: The engineers who specialize in feed milling will design the plant and furnish formulas and suggest sources of supply of the ingredients.

Some of the manufacturers of feed milling machinery have men on their staffs who can give the desired information on formulas and methods of manufacture. Names of the manufacturers can be found in the advertising columns of the Journal.

Carrier Liable for Unreasonable Delay?

Grain Dealers Journal:. A car of grain that should have been at destination normally within three to four days from originating point did not arrive at destination until 11 days after shipment. Delay in transit was due to one railroad delivering to another railroad for delivery en route without being weighed and the delivery railroad delivering the car back to the originating line for weighing.

Consignee was put to some expense of trucking grain from a distant point owing to the fact that he was out of this grain due to slow movement of car, also accrued some loss owing to a declining market during movement of car.

Can consignee make claim for this delay with the railroad? If so, with which road, the originating line or the delivery line and how can he figure his loss as to market value thru declining market—T. M. Haskell.

Ans.: The delay was clearly unreasonable, the time in transit exceeding that usual and customery between the two points in the same direction, and therefore the carrier is liable for the difference in market value when the shipment arrived and when it should have arrived.

The loss must be proved.

Consignee's loss is what he had to pay for a car to deliver right away less what he got for the delayed car when he sold it on arrival.

Claim may be made against delivering carrier altho the delay occurred on the connecting line.

If the consignee neglected to go thru the formality of buying in and selling out to establish loss he will have difficulty in establishing his loss to the satisfaction of the courts.

Claim on Rejected Shipment?

Grain Dealers Journal: July 31, we sold James A. Benson Co., of Chicago, 2 cars new bright rye straw, reasonably long and clean, at $15 ton delivered Chicago. We shipped cars for their account to Homewood, Ill., where they were rejected claiming straw short, very chaffy and of ordinary quality. We rebilled car to Bridge & Leonard, Chicago, who handled cars for our account. One of the cars officially graded No. 1 Rye Straw, the other No. 2 altho both baled out of same stack. On the car that graded No. 1, we lost $66.68, due to drop in market and handling charges. On day cars arrived and graded in Chicago, Bridge & Leonard 'phoned or notified Benson that 1 car graded No. 1, but they still refused to accept car on contract.

Benson are members of the Chicago Ass'n of Commerce. Is this the same as the Chicago Chamber of Commerce? Do you think our claim would receive any consideration if presented thru the Sec'y of that Ass'n or would

it prove a case of both lost time and money?—B. & Co.

Ans.: The Ass'n of Commerce is not the same as the Chamber of Commerce, and the Ass'n of Commerce abandoned its arbitration department five years ago, J. Kent Greene, who was in charge of its arbitration department is now drafting an arbitration plan more effective as an adjunct of the Chicago Municipal Court.

Since nothing can be done thru the Ass'n the remedy is a suit at law; and since the straw was not sold on official inspection but by description, buyer is in the position of having the right to introduce evidence that the straw was not as described. Consequently the outcome of a lawsuit is doubtful.

German Barley Inspection to End Oct. 31.

For the sixth time the German decree of Sept. 27, 1928, ordering inspection of American barley imports has been prolonged. The decree is now effective until Oct. 31. The decree came originally during the scabby barley controversy following a sharp decline in the market price.

The government has directed the closing of the inspection station at Muenster in Westphalia.

Regulation Governing Grading of Scabby Barley.

Grain inspectors are now grading barley under the following instructions sent out Aug. 24 by the federal grain supervisors.

MEMORANDUM FOR LICENSED INSPECTORS, EFFECTIVE IMMEDIATELY.

Gentlemen—In accordance with a recent memorandum signed by Mr. Olsen, chief of the Buro of Agricultural Economics, you are instructed to follow the following rule when grading barley that is found to be infested with scab:

Discontinue using the statement, "Distinctly Low Quality," on your certificate and substitute therefor, under remarks, the word "scabby," also the numerical grade the barley would receive if it was not scabby. For example:

Sample found to be scabby weighs 45 lbs., F. M. 4%, stained.

Certificate should read:

GRADE: SAMPLE GRADE BARLEY, test weight 45 lbs., F. M. 4%, stained.

REMARKS: Scabby, otherwise No. 3.

Scabby Barley at Chicago.

During the month of September, 1929, there was received at Chicago according to the records of the Illinois State Grain Inspection Department 2 cars of barley grading No. 1, 51 cars grading No. 2, 99 cars grading No. 3, 40 cars grading No. 4 and 260 cars grading sample.

One car was graded sample on account of weevil; 2 because sour; 14 on account of heating and 26 because musty.

Scab was by far the most important factor throwing the barley down into sample grade. No fewer than 207 cars had to be graded sample on account of scab, and the inspector noted that many of these cars would otherwise have graded No. 2 and No. 3. Thus 45 per cent or nearly one-half of the receipts are so badly infected with scab as to be graded down to sample.

The grading at Chicago reflects the condition of the barley grown in the tributary territory of the corn belt, where conditions have been favorable to the development of scab. The grading at other inspection points may be expected to be better, since their receipts come from areas where scab is not so prevalent.

The scab is a living fungus which continues to eat and destroy the starchy part of the berry after the grain has been stored in bins, provided sufficient moisture is present. Since a lot of scabby barley may therefore be expected to deteriorate steadily as long as it is on hand this loss can be minimized by making prompt disposition of the infected grain.

Altho the presence of scab forces the inspector under the present rules of the federal supervision to grade the barley "sample" this does not always result in a loss to the seller, as buyers who see the sample on the floor of 'change disregard the small amount of scab and pay more for the sample grade than the No. 4 sells at on the same day. Malsters will buy the scabby barley on their own judgment, disregarding the official grading.

Too Much Barley in the Oats.

Barley, pound for pound, is the cheapest of all feeds on this crop, and it is very profitable to mix in barley with other feeds when the consumer will accept the addition. The low price of barley follows the very large crop produced and the discovery by the U. S. Dept. of Agriculture that much of the crop could not be sold by grade on account of scab.

The U. S. Dept. of Agriculture analyzed three shipments of "Big Deal" oats, labeled on the sacks "recleaned feed oats," made by Embry E. Anderson to points in North Carolina and found them to be a mixture of oats, barley and barley screenings, with the barley in excess of 25 per cent.

One shipment made by Mr. Anderson from Memphis, Tenn., to Saluda, S. C., labeled "Cremo recleaned white oats," was found by the government to be a mixture of oats and barley.

The government claims that altho Mr. Anderson delivered white oats formerly on sales of "Big Deal," containing essentially no admixtures of barley or barley screenings, during the present crop year he delivered feed oats.

Doings of the Farm Board.

Establishment of headquarters in Chicago and the acquisition of physical facilities for the handling of grain are outlined as the first projects for the National Farmers Grain Corporation which is scheduled to receive final approval of its charter and by-laws Oct. 10. Application for incorporation will be made in Delaware. The Federal Farm Board has approved the structure except as to legal matters to be passed on by the board's counsel.

Other Federal Farm Board activities held interesting developments. The senate com'ite hearing as to fitness of the board members brought out that the loan to the Sun Maid Raisin Pool was to save that concern from difficulties with a bond issue. It was testified that bondholders were ready to acquire the valuable trade name and other properties of the raisin growers to protect the bonds. In the popular mind to the contrary the raisin pool is frequently cited as a pleasing example of success.

The burley tobacco pool went out of business because the growers refused to renew their contracts the senate agricultural com'ite was told.

Chairman Legge was criticized by some senators for not "doing something" about the 1929 wheat situation, the questioning indicating that the senators did not believe safety of principal should be a factor in loans to co-ops. Mr. Legge replied that if the senate did not like his administration of the Board it should fail to confirm him and that he did not seek his present position.

In a letter to Chairman McNary of the com'ite Mr. Legge declared stabilization was considered of two kinds, ordinary, by the co-ops themselves and extraordinary, when the Board would act at a risk to principal. He said the disorganized questioning of the com'ite failed to bring that out.

Plans of the National Farmers Grain Corporation call for three types of representation, namely, farmer owned grain elevators, farmer sales agencies, and pools. All must conform to the definition of a co-operative in the law of 1922. It appears that the $20,000,000 capitalization will be sold to organizations instead of to the farmers direct as was first considered. Federal funds are to be available at 4% and profits of the corporation are limited to 8%. Any surplus of profits must be returned to the farmers on a patronage basis. The original board of directors will be made up of the com'ite of 16 named as an organization group.

Bleached Oats May Be Sold in Alabama.

Following a hearing in which the order prohibiting the sale of bleached oats in Alabama was attacked, the State Board of Agriculture has amended its ruling so that bleached oats may be sold provided that damage or inferiority "was not covered up and added water was not present."

The order of the department was originally made effective Aug. 1 and would have barred all bleached oats, but the ruling was suspended until after the hearing. The Grain Shippers Ass'n of Nashville, Tenn., and the grain trade in Alabama took an active interest in the question.

Only cultivated oats which will grade a No. 3 or better may be sold in the state. This excludes wild oats, mill oats, feed oats and mixed feed oats. All oats shipped must be labeled or tagged to show the net weight, the grade and the name and address of the shipper.

International Grain Show Opens Nov. 30.

Thanksgiving season in Chicago this year will see the Nation's "Horn of Plenty" virtually emptied upon the lake shore capital when the International Live Stock Exposition, with its mammoth Grain and Hay Show, opens its doors Nov. 30 to Dec. 7 out at the Chicago Union Stock Yard.

For the 1929 International Grain and Hay Show, entries of three samples of wheat have already been received from New South Wales. Last year the wheat samples sent to the International from this far distant corner of the world were turned over to the Field Museum, after the close of the exposition, and they are now a part of a permanent collection in that institution.

The first corn entry received for the coming contest was made by William C. Lentz of Charlestown, Clark County, Indiana; he will show ten ears of white dent and a single ear of the same variety. The Dakotas have the distinction of being first to have entries in the small seeds classes, the first one received coming from John Eagle Hawk of Ideal, S. D., who will show registered Cossack alfalfa, and in wheat, E. L. Moulton of Thompson, N. Dak., will exhibit hard-red-spring and Durum varieties.

Further foreign entries are expected in this international crops competition. Last year field samples were sent to the International Grain and Hay Show from such opposed points of the compass as Alaska and Australia, as well as Canada and every state in the Union where agriculture has importance.

Entries in the International Grain and Hay Show will close Nov. 10, and according to B. H. Heide, manager of the exposition, may be made without charge.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 14-16.—Grain Dealers National Ass'n, Hotel Pere Marquette, Peoria, Ill.

Oct. 16. U. S. Feed Distributors Ass'n, Peoria, Ill.

Oct. 17-19—Nebraska Farmers Elevator Ass'n, Lincoln Hotel, Lincoln.

Oct. 29-30.—Nebraska Ass'n of Grain Elevator & Mill Operators, Lincoln Hotel, Lincoln, Neb.

Nov. 6.—Ohio Grain, Mill & Feed Dealers Ass'n, Deshler Hotel, Columbus, O.

Dec. 10-12.—Farmers Elevator Ass'n of South Dakota, Cataract Hotel, Sioux Falls, S. D.

Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication.]

Handlers of Combined Wheat Inconsistent.

Grain Dealers Journal: In traveling over the grain area of Kansas, Oklahoma and Texas, soliciting consignments for the C. E. Jones Grain & Elev. Co., I have noticed that the elevator men of many towns, usually in conjunction with the newspaper and local business men, offer a bonus for the first load of new wheat to reach their market.

With the ever increasing number of combines going into use each year the elevator men are doing their best to get the farmers to hold off combining until the wheat is thoroughly dry, or if he does cut to hold the wheat on the farm for a few days and give it a chance to dry out.

So it occurs to me that in practicing this custom of paying a bonus on the first load of wheat, they encourage the farmer to cut earlier, and so defeat the good work they are doing in trying to get dryer wheat into their markets at the beginning of each new crop.—D. A. Douglas, Wichita, Kan.

Oppose Diverting Public Money to Private Use.

Protesting the "use of public money for private business," the New England Retail Grain Dealers Ass'n and the Eastern Federation of Feed Merchants are organizing for a concerted and vigorous protest against the loan of $50,000 by the Federal Farm Board to the Co-operative Grange League Federation.

Many individual members of the two organizations have already filed protests with the Farm Board and their various congressmen but an organized opposition is to be directed by directors and officers of the two ass'ns.

Officers and directors of the Feed Merchants Ass'n met Oct. 3 in Albany in an executive session to make their plans. Lynne P. Townsend, Springfield, Mass., sec'y for the grain dealers, has written W. A. Stannard, Albany, N. Y., sec'y of the feed men, that representatives of the first group are of the opinion that the time for concerted action has arrived.

Fred M. McIntyre, Potsdam, N. Y., pres. of the feed men, has spent some time investigating the circumstances of the loan.

"The loan to the G. L. F. or any other similar business group is unwarranted and contrary to the purposes of the act creating the Farm Board," Mr. McIntyre declares.

"In the first place the G. L. F. is simply a manufacturer and distributor of feed. The fact that it is financed by stock sold to farmers makes it no different from any other commercial organization. We shall vigorously oppose the loan and do our utmost to prevent the use of public money for private business."

A director of the Merchants Federation called the sec'y to verify reports that the loan had been made. His comment was:

"It is inconceivable that the farm board should make such a loan, regardless of size, without first securing all the facts and then acquainting the public with the proposed loan before it was actually consummated. To loan public money to a private enterprise merely because it included the word co-operative in its name is, I believe, contrary to the law."

Pres. McIntyre predicts a flood of protests from feed manufacturers and retail merchants from all parts of the United States.

The Grange League Federation merchandises products of its members and acts as a buying and distributing agency, the representatives are reported to have told the Farm Board.

Does Not Fear Farm Board.

Grain Dealers Journal: It appears to me that many country elevators are working on a line of keeping expenses down for the time being, waiting to see what the government farm crop board does to the regular grain trade.

In fact this attitude was clearly defined at the last two grain conventions that I attended this season, and that may account for some of the apparent lethargy among grain men.

There is no way of escaping the facts, and it makes no difference what the government does, grain men will be rewarded just the same for good clean work, judgment and experience, whatever comes or goes insofar as the farm board is concerned, and by the way it would appear to me that those senators did not help the matter any down at Washington this week and Legge told them he wished they would send him home.—J. H. Phelps, Lost Nation, Ia.

Fixing Dues of Trade Ass'ns.

Approximately 39% of 300 trade ass'ns studied by the trade ass'n dept. of the Chamber of Commerce of the United States have adopted the volume of business methods of fixing dues. The second method most commonly used is that of flat rate dues, used by 27% of the groups. Sixteen per cent use the unit of production method. Four per cent pay dues upon the number of employes while 8% have adopted a combination of methods or have established unusual methods not comparable with those mentioned.

A number of ass'ns establish a minimum due basis regardless of general method used. The minimum rate ranges from $10 to $750. Approximately 50% of the ass'ns have an income of $25,000 and under and more than 10% have an income of $200,000 and more.

Senators Will Heckle Farm Board.

Ability to explain market fluctuations, particularly the advance of 51 cents in the price of wheat, in a manner that will be understood by farm politicians (or politicians farming farmers) is to become one of the tests of fitness for membership on the Federal Farm Board. Chairman McNary of the senate com'ite on agriculture has announced his group will investigate the fluctuations of market prices and find out what each board member knows about the subject as part of its investigation on fitness of the board members.

Each member will be questioned exhaustively on past business connections.

The com'ite wants to know what the Federal Farm Board and the Hoover appointments had to do with the market advance. Statements of com'ite members indicate they expect a relationship. The farm agitators who failed to gain a place or sinecure in the Government's so-called Farm Relief naturally find much to criticise in the work done.

Meeting of Weighmasters at Peoria.

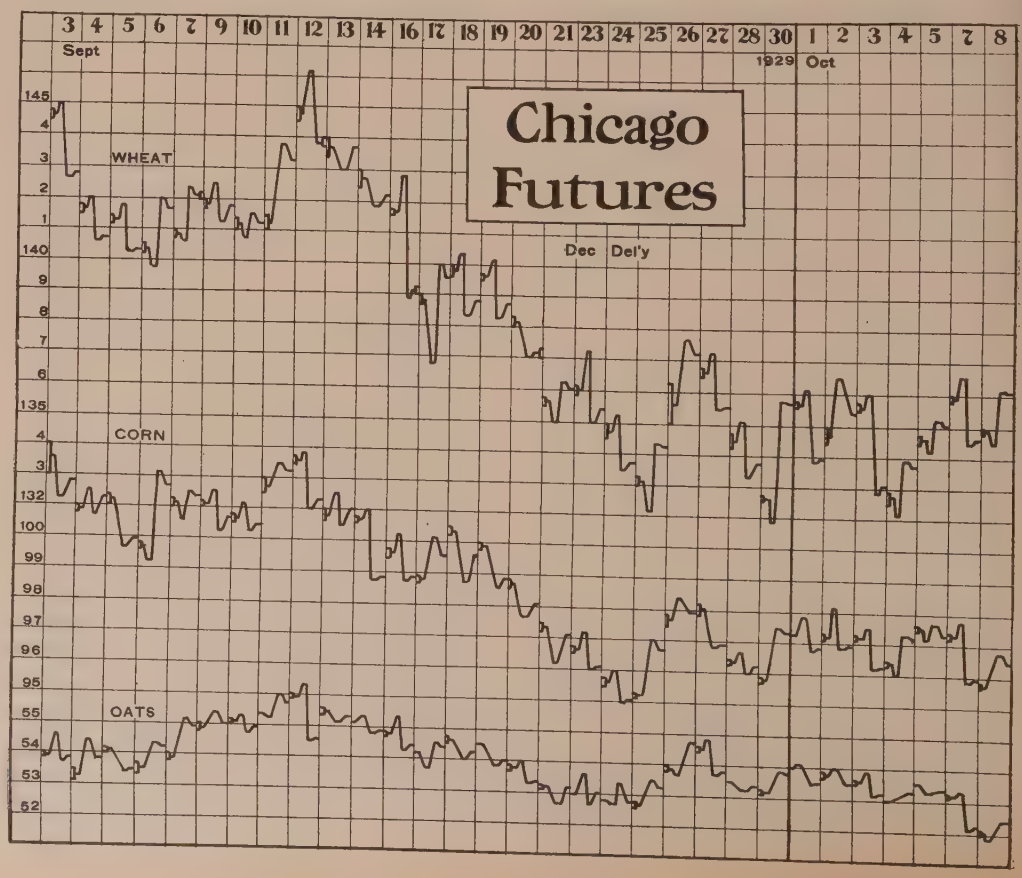
The twelfth annual meeting of the Terminal Grain Weighmasters' National Ass'n will be held Oct. 13 at the Hotel Pere Marquette in Peoria, Ill.

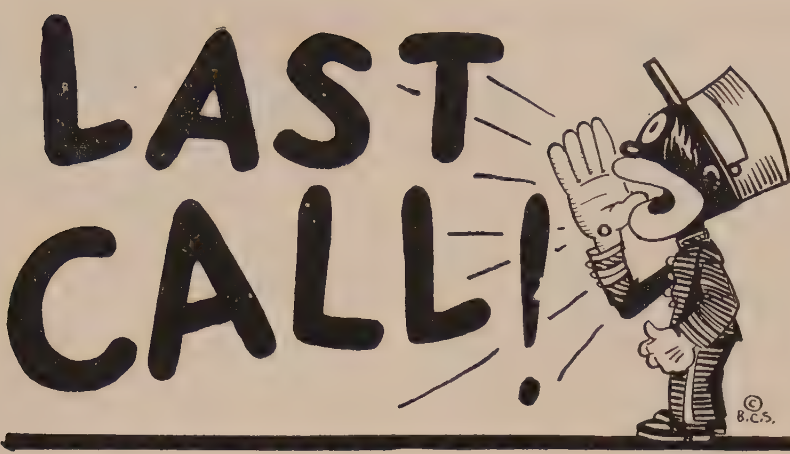
M. H. Ladd, vice pres. of the ass'n will give the opening address. J. A. Schmitz, weighmaster, Chicago Board of Trade, will speak on revising specifications for railroad track scales and C. A. Briggs of the U. S. Dept. of Agriculture will give an address. H. A. Juneau, state weightmaster for Wisconsin, will discuss methods of examining cars as to physical condition, supervision of unloading, and elevating equipment, and methods of scales maintenance.

H. L. Goemann, chairman of the transportation com'ite, Grain Dealers National Ass'n will speak on the new standard box car and steel car. This will be followed by a round table discussion. The annual report by the sec'y-treas. will follow. The election of officers will close the meeting.

The members will enjoy a luncheon at noon.

The officers are pres., P. P. Quist; Minneapolis, Minn.; vice-pres., M. H. Ladd, Milwaukee, Wis., and sec'y-treas., H. R. Clark, Omaha, Neb.





Last Call for G. D. N. A. Convention!

Everybody's going! All aboard!

Where to?

P-E-O-R-I-A, of course! Oct. 14-16. It is so accessible.

Thousands of grain dealers will start *pouring* into Peoria along about Saturday evening, and keep on pouring in a steady stream both Sunday and Monday. They'll come from all sections of the country.

So come along and be identified with the progressive element.

Grab your "ball and chain" by the wrist, put on your roller skates and start rollin' for Peoria.

Have no fear about hotel accommodations! Bring along a blanket and sleep in the city park. Maybe the Pullman Company will switch off a couple of dozen sleeping cars if the hotels find it necessary to put more than six in any one bed. Sleeping is only a mere trifle at a convention anyhow. You've got the balance of the year to rest.

Here's a first-class opportunity to learn what the Farm Board is thinking about, how it will function, and how it will affect your bread and butter. "You just ain't heard nothin' yet!" Come on along and absorb the whole program!

The social features of the program will all leave pleasant memories to revert to during the coming year. Your wife, sweetheart and best girl, will think you're the most wonderful man on earth after you've treated her to the especially prepared festivities for the ladies. Of coure, we know you're not, but we wouldn't tell her. Remember! Bring "her"!

The railroads have offered a reduced rate for the round trip of fare-and-a-half. Also, a thirty day excursion may be made at the rate of a fare-and-three-fifths.

A cordial welcome awaits you and whoever you "drag" along with you to Peoria. Even your competitor is welcome! He'll probably be there anyhow, so throw that other collar button in the grip and shove off for Peoria.

You'll see all your friends there!

Chief Grain Inspectors Will Meet.

The twenty-eighth annual meeting of the Chief Grain Inspectors National Ass'n will be held Oct. 15, at the Pere Marquette Hotel, Peoria, Ill. The meeting is called for 9:30 a. m.

The program follows:

Address by Lee D. Irving, pres.

Report of sec'y-treas., Paul Larson.

Address by S. P. Mason, vice-pres., Grain Dealers National Ass'n.

Report of com'ites.

Discussion of grades, methods and general topics of interest to members, by the assembly.

Election of officers.

Seed and fertilizer needs of co-ops are not proper titles for loans from the Federal Farm Board, Chairman Legge told A. A. Turner, representative of negro extension work in Florida Agricultural College. The negro co-ops were described as being in need of funds for seed and fertilizer purposes but the Farm Board ruled the Marketing Act has to deal with marketing and problems relating to it.

Harris to Speak on Farm Relief.

As a later addition to the program of the Grain Dealers National Ass'n at Peoria, Ill., Oct. 14 to 16, Siebel C. Harris will address the convention on the Farm Relief Bill.

Mr. Harris is well posted on the progress of the bill, having succeeded to the work of the late L. F. Gates for the legislative com'ite of the grain exchanges.

T. E. Ibberson Expires.

T. E. Ibberson, pioneer elevator builder of the Northwest and the contractor for approximately 1,500 elevators in that territory, died Sept. 25 at a hospital in Minneapolis, Minn., his home city.

Mr. Ibberson, pres. of T. E. Ibberson Co., the corporation he formed in 1920 to handle the construction business, was 68 years old. He was born at Fox Lake, Wis. He became a foreman of grain elevator construction when only 20 years old. After working on line elevators for Pillsbury & Hulbert he became an employe of Simpson & Robinson, terminal elevator builders. Then Mr. Ibberson became master mechanic for the Interstate Grain Co. He joined the Van Dusen-Harrington Co. in 1904.

The various North Dakota branches of the Great Northern offered a construction opportunity and Mr. Ibberson followed the rails into the various new towns. When the P. V. Co. established a line of elevators on the Pacific Coast Mr. Ibberson did the building. Next he worked for Simpson & Robinson on terminal elevator construction in Kansas City, Buffalo, Superior and Chicago. The Goose Island Terminal, at Chicago, built for Armour in 1893, was erected under the supervision of Mr. Ibberson. He erected elevators for the Home Grain Co. in Kansas, Indian Territory, Okla., and Texas in 1904.

In the spring of 1905 Mr. Ibberson entered business for his own account, establishing offices in the Corn Exchange Building, Minneapolis.

In addition to the many construction jobs Mr. Ibberson was connected with remodeling and repair jobs that would count into the thousands.

His wife, two sons and three daughters survive.

T. E. Ibberson, Minneapolis, Minn. Deceased.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 5.	Oct. 7.	Oct. 8.	Oct. 9.
WHEAT.													
Chicago	134¼	137⅛	135½	133¾	135⅝	133⅞	135⅜	133	133⅝	135	134⅝	136	136½
Kansas City	128¼	131⅜	129⅝	128⅛	129½	128⅜	129⅞	127¾	128	128⅜	129⅛	130¼	130¾
St. Louis	132⅞	135½	134	132⅜	133⅞	132¼	133¾	131¾	132⅛	133½	133⅛	134½	135⅛
Minneapolis	136¼	140¾	139⅛	137¾	139⅝	138⅛	138⅞	136¾	137½	138⅜	137¼	138¼	138⅝
Duluth (durum)	121	125¼	124⅛	122¼	125½	122⅞	124⅜	122⅛	123	124½	123¾	125¾	125⅛
Winnipeg	144½	148	146⅛	143⅝	145½	144⅝	146¼	144	145½	147⅛	146⅞	147⅞	148⅞
Milwaukee	134¼	136⅞	135½	133⅞	135½	134⅛	135½	133¼	133⅝	135	134⅞	136⅛	136½
CORN.													
Chicago	96⅝	97⅞	96⅞	96⅛	97¼	96¾	96⅞	96⅛	97⅛	97¼	95⅞	96½	96
Kansas City	93⅝	94⅞	93⅜	92⅞	94¼	93¾	93⅝	93	93⅞	93⅞	92⅜	93⅜	92¾
St. Louis	96¾	98¼	97½	96¼	97	97	97⅛	96½	97⅜	97¾	96⅛	96½	96¼
Milwaukee	96⅝	97⅞	97	96⅛	97¼	96⅞	97	96¼	97¼	97⅜	95⅞	96⅝	96⅛
OATS.													
Chicago	53¼	54¾	53⅝	53⅜	53¾	53½	53½	53⅛	53¼	53¼	52⅛	52⅜	52½
Minneapolis	51⅛	52⅜	51½	51⅛	51⅜	51¼	51¼	50⅞	51⅛	50⅞	50¼	50⅛	50⅛
Winnipeg	69⅝	70⅝	69½	69⅛	68¾	68⅞	70	69¼	69¾	70⅜	69¾	68¼	70
Milwaukee	53⅜	54¾	53¾	53⅜	53¾	53⅝	53½	53½	53⅛	53¼	52¼	52⅜	52⅜
RYE.													
Chicago	108⅛	111⅛	109	108⅝	109¾	108⅞	109⅛	108½	108⅞	108⅞	108⅞	109⅝	108¾
Minneapolis	102¾	105¼	103⅞	103½	104⅞	104	104¼	102⅜	103½	102⅞	102½	103	102⅞
Duluth	102¾	106	103¾	103⅛	104¾	103⅞	103¾	102¼	102⅞	103¼	102½	102¾	102
Winnipeg	107¾	110⅜	110	108⅜	108	107	108	106	106⅞	107⅞	107¼	107½	107¾
BARLEY.													
Minneapolis	68⅜	70⅜	69¼	68¾	69	68⅞	68⅝	68¼	68¼	68⅜	67⅞	67⅝	67⅜
Winnipeg	74½	76⅛	76⅛	75⅜	75½	75¼	75⅜	74⅞	75⅛	76	75	75½	75

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Pierre, S. D., Oct. 6.—No grain plowed under.—Shanard Elvtr. Co., A. W. Tiahit, mgr.

Creighton (Shreve p. o.), O., Oct. 2.—Wheat acreage for next year will exceed that of this year about 10%.—X.

Sylvania, O., Oct. 1.—The oat crop was very short and I do not believe there are 200 acres of wheat sown here this fall.—E. G. Howard.

Shreve, R. F. D. No. 1, O., Oct. 2.—Wheat at this time has been sowed about 90%. Good weather to sow, but a little dry.—C. V. McKee.

The Dalles, Ore., Sept. 28.—My estimate of this year's crop is about three-fourths as much as last year.—The Dalles Co-op. Union Elvtr. Co., I. F. Hill.

Saunemin, Ill., Sept. 25.—Our new corn and oats crop will make a good fair crop. The new corn has been maturing rapidly for the past two weeks and promises good quality.—Saunemin Elvtr. Co.

Minster, O., Oct. 2.—Wheat acreage above 85% compared with last year, averaging about 25 bus. per acre. Oats average acreage, poor crop, 25 bus. per acre. Corn 70% of an average crop, acreage as usual.—Steinemann's Store.

St. Johns, O., Oct. 2.—I figure about 15% of acreage is sown to wheat and is coming up nicely. It looks as tho 25% per will go to oats next spring, 30% will go to corn, about 20% to hay and pasture, 5% to potatoes and 5% to soy beans.—X.

Shiloh, O., Sept. 5.—There was a good wheat crop; oats very poor for this section, average 25 bus.; corn about one-half crop. Wet spring. There will be a large acreage going in wheat this fall, altho very dry and hot. Stock doing well.—The Shiloh Equity Exchange Co., H. A. Garrett, mgr.

Fargo, N. D.—The 1929 hard red winter wheat crop in this state is averaging 1½% higher in protein than the 1928 crop, and the durum average is 2% higher, says the final report of the North Dakota State College. The average test weight is 59.1 lbs. per bu. and the average protein content is 13.7%. The figures for last year were 59.5 lbs. and 12.1%.

Stanberry, Mo., Sept. 23.—Plowing and fall seeding of wheat in northwest Missouri held up on account of dry condition of soil. Light rains of late have not helped soil conditions much. Unless it rains immediately acreage seeded to wheat will be much below last year. The corn crop in northwestern Missouri (including about 20 counties) will average about half of last year's crop and most of this corn was planted very late and will need until the middle of October to mature.—H. B. Lindley.

Winnipeg, Man., Sept. 25.—Low weight per bu., lower flour yields, higher protein content, lower water absorption of the flour and excellent baking quality are among the features of the preliminary report on the new wheat crop, compared with the 1928 product, by Dr. F. J. Birchard, chief chemist to the Board of Grain Commissioners for Canada. Uninterrupted harvesting has eliminated frosts and weather conditions as factors in the later receipts, Dr. Birchard said.

Winnipeg, Man., Sept. 26.—Eighty-eight per cent of the crop is threshed. The average yield per acre, estimated on acreage actually threshed, and the estimated totals in bus. for the three prairie provinces are: Wheat, 11.5 and 256,196,600; oats, 19.3 and 132,001,200; barley, 17.7 and 53,695,100; rye, 14.4 and 8,083,400; and flax, 6.1 and 2,112,400. The final summary of the 1928-1929 wheat crop season gives: Total deliveries at country points, 486,281,000 bus.; allowance for seed, feed and country mills, 55,000,000 bus., giving a total crop of 541,281,000 bus.—Northwest Grain Dealers Ass'n, J. G. Fraser, mgr.

The inevitable end of burocratic meddling with its constant demand for more jobs to strengthen itself can be seen in the relief now being given tobacco farmers. The government receives $1.51 in tobacco taxes to every $1 received by the grower.

Switzerland Subsidizes Wheat Growers.

The Constitution of Switzerland has been amended by a referendum vote of the people Mar. 3, 1929, so that a subsidy will be paid to wheat growers, even to farmers who produce and grind wheat for their own use.

Imported wheat, about 16,000,000 bus. annually, will be sold to the domestic millers at the market price, at a loss if necessary, so that the price of bread will not be raised.

The cost will be met by a new tax on all goods passing the Swiss frontier.

The amendment, known as the "wheat peace," grew out of war-time measures adopted when near-famine conditions prevailed in Switzerland. A government monopoly for the handling of bread grains was first instituted in 1917. Since the general decline of cereal prices in 1920, the Government of Switzerland has been granting substantial assistance to producers of cereals. Altho this aid had its origin in a period of national emergency, it has been extended repeatedly for temporary periods in one form or another. The latest extension was to expire on June 30, 1929.

Ever since the war, agrarian interests have been insisting that the emergency wheat monopoly measures be given permanent status. Earlier efforts to accomplish that object were successfully contested by the urban population. The fact that the present project is to be paid for by reimposing a statistical tax upon all goods passing the Swiss frontier and not by directly raising the price of bread was an important influence in securing passage of the constitutional amendment.

It has been thought best to require a certain reserve store of grain to meet any emergency which might arise. Thus, the government is bound to hold for its own account at least 80,000 tons (3,000,000 bus.) which, in addition to that carried by the mills and that provided from domestic sources, would provision the country for about three months.

The new regime will restore to the commercial mills the right to buy the greater part of their grain where they will. On the other hand, they will still be subject to certain regulations especially those concerning the storage of grain and the acceptance of domestic grain purchased by the confederation.

The commercial mills also are obliged by the new law to store, free of charge for the confederation, 40,000 tons (1,500,000 bus.) of grain. The confederation will also maintain, in its own elevators, another 40,000 tons.

Government Crop Report.

Washington, D. C., Oct. 9.—The crop reporting board of the U. S. Dept. of Agriculture, makes the following forecasts and estimates:

	Condition Oct. 1 1928	Condition Oct. 1 1929	Total production in millions Harvested 5 yr. av.	Harvested 1928	Oct. 1 1929
Corn, bus.	77.7	71.0	2,747	2,836	2,528
Win. wheat	...	...	549	578	568
Durum	...	...	60	93	52
Other spring	...	...	200	231	172
All wheat, bus.	...	...	810	902	792
Oats, bus.	...	...	1,345	1,449	1,227
Barley, bus.	...	...	209	357	313
Rye, bus.	...	...	54.8	41.7	41.0
Buckwheat	76.2	66.3	13.0	13.1	11.7
Flaxseed, bus.	75.0	59.9	23.2	18.7	16.6
Rice, bus.	82.6	84.8	37.1	41.9	36.1
Grain sorgh. bus.	76.6	59.7	122.9	142.5	93.1
Hay, tons	...	...	92.8	93.0	100.6
Hay, wild	...	...	14.4	12.9	12.4
Timothy seed	80.3	82.8	2.56	1.36	....
Clover seed	71.1	78.7	1.09	1.06	....
Alfalfa, bus.	63.3	67.2	.98	.60	....
Beans, dry, bus.	...	...	17.1	16.6	18.2
Peanuts, lbs.	73.1	73.2	718	809	857

An airplane traveling 95 miles an hour seeded 160 acres in an hour and forty minutes with alfalfa, clover, timothy and orchard grass on Lummi Island at Washington state. The plane, which was kept about 500 feet off the ground, was piloted by R. C. Graham. W. A. Granger, owner of the land, dropped the seed from a sack in a six-inch stream thru a door in the cockpit. Eight hundred pounds of seed were used.

Holders Do Not Liquidate on Breaks.

Action of market indicates that there is a very large holding of wheat futures which does not liquidate on breaks, thereby causing congestion on all moderate declines.

The incentive for this holding doubtless lies in belief that foreigners must come to this country on a liberal scale for requirements in the near future. We are inclined to agree with that view, and believe that as soon as there is a substantial falling off in Southern Hemisphere offerings an improved export trade may be expected on North America.—*Cross, Roy & Harris.*

Wheat Future Bearish.

From a merchandising standpoint this market would seem to be on the eve of a serious break. Confidence in the Farm Board's intervention is waning; for Mr. Legge is not likely to sanction any step that might impair his reputation for business sagacity; nor do we think that Mr. Hoover would countenance such a speculative action. And so, it is up to the big longs to save the situation—if they can. As for any adequate export demand setting in before the turn of the year, we consider it unlikely. In fact, it is by no means certain that Canada, Argentina and Australia, unfettered by stabilizing nonsense, will not try for the major part of the business throughout the winter, leaving us the alternatives of cutting the price wide open, or carrying our surplus over into another crop year.

The actual weakness of the foreign situation was divulged in the following recent cable from Rotterdam to a Chicago export house: "La Plata wheat sold, October, 117 guilders, equal $1.15⅜ f.o.b. Gulf. Spot, 113½ guilders, equal $1.11⅝-¾, f.o.b. Gulf."

Of course, the above must have been distressed wheat, but presumably the market was carefully canvassed before the sale was made.

One of the most bearish of the recent developments was the diversion of Argentine wheat from Continental ports to Liverpool for storage. The fact that it was diverted shows that it was consigned, and that there was neither a demand for it, or available storage. This suggests that congestion may prevail in Europe as well as here. Broomhall cables that regular elevator space at Liverpool will have been exhausted by the end of this week.

That some of the more important longs have been selling out, but buying enough at critical moments to check demoralization, is evident in the gradual nature of the decline. It has been noticeable that some of the large commission houses have had buying orders at times when the news was the most bearish; but while the market has responded to their tactics, the effect has been but transitory, and invariably followed by a further dip.

For several months, Bennett's News has been predicting some such culmination as the present. The handwriting has been large upon the wall. A big surplus, such as ours, is the most deadly deterent of a bull market conceivable, and when it is reinforced by generous production abroad, the only solution is dissolution.—*Bennett's News.*

Mere incorporation or organization of large scale farming enterprises will not automatically solve the problems of the agricultural industry since large farms have been found to be no more nor no less successful than the average family-size farms in a survey of the agricultural service department of the Chamber of Commerce of the United States. Fully as great variations of efficiency were found among the large farms as among the small ones and the report indicates that to secure greater net returns than are received from the small farm large scale farms must achieve an efficiency considerably greater than the average of such farms now in operation. Enough large scale farms are making large incomes, however, to refute claims that farms organized on an industrial scale cannot succeed in competition with family-farm enterprises.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Craighton (Shreve p. o.), O., Oct. 2.—Considerable grain still remains in farmers' hands. —X.

Minster, O., Oct. 2.—Sixty-five per cent of wheat still in farmers' hands.—Steinemann's Store.

Pierre, S. D., Oct. 6.—Sixty per cent of grain still in farmers' hands.—Shanard Elvtr. Co., A. W. Tiahit, mgr.

St. Johns, O., Oct. 2.—About 20% of last year's crops are still in farmers' hands. Lots of hay here to move.—X.

Shreve, R. F. D. No. 1, O., Oct. 2.—Fifty per cent of the grain remains in the farmers' hands at this writing.—C. V. McKee.

The Dalles, Ore., Sept. 28.—About 50% of the wheat is still in farmers' hands.—The Dalles Co-op. Union Elvtr. Co., I. F. Hill.

Galveston, Tex., Sept. 29.—It is reported that 6,000 cars of wheat remain in the yards despite the embargo that has been in existence for two months.

Minneapolis, Minn.—The Northwest Shippers Advisory Board has issued an appeal to farmers to hold back grain in order to help avoid an embargo in the territory.

Saunemin, Ill., Sept. 25.—The greater part of our new oats is kept on the farm as our farmers expect much higher prices during the winter months.—Saunemin Elvtr. Co.

Kansas City, Mo., Sept. 26.—About 600,000 bus. of wheat are to be moved to other markets, mainly Chicago, for delivery in cars on track on Sept. contracts, it is reported.

Winnipeg, Man., Sept. 25.—The Saskatchewan co-op. offices have reported elevators filled and 70 men laid off. Vessels are taking storage cargoes for wintering at the head of the lakes.

Loadings of grain and grain products for the week ended Sept. 21 were 51,750 cars, a reduction of 8,513 cars under the corresponding week last year and 8,529 cars under the same period in 1927.

Hutchinson, Kan., Oct. 1.—Grain movement somewhat slower than for the same period a year ago. It is estimated that 35 to 40 per cent of the 1929 Kansas wheat crop is to move between now and next harvest.—Y.

Kansas City, Mo., Sept. 28.—Shipments of new crop kafir and milo are moving from Oklahoma points to this market. The recent dry hot weather matured the crop earlier than expected. Bidders are not active because of the scarcity of elevator room.

Vancouver, B. C., Sept. 24.—With present stores estimated at more than 6 million bus., meaning all elevators are filled to capacity, and large shipments of grain en route from the prairies, this port is facing serious congestion. Only five ships are chartered to handle the grain in port.

Buffalo, N. Y., Sept. 24.—Altho closing of navigation on the Great Lakes is nearly 3 months off, 3 grain steamers are already at this port holding winter storage grain. The cargoes were placed at rates of 8c and 9c. There is a heavy demand for early loading tonnage but mostly for storage as ship operators are asking dispatch guarantees on cargoes taken.

Evansville, Ind.—The first new corn of the season was delivered at Petersburg, Ind., by Howard Willis, a farmer of Knox county, and sold for 85c a bu. The corn was comparatively dry and weighed in at 72c a bu. Farmers in southern Indiana are slow about selling their old corn at this time.—W. B. C.

Galveston, Tex., Oct. 1.—More liberal regulations concerning the Galveston embargo have been announced. Permits for the shipment of wheat to the Texas port are now obtainable upon the certification of a Galveston elevator that the grain or its equivalent will be loaded into elevators from cars in the yards within 10 days.

Port Colborne, Ont.—Five million bushels of grain are tied up in elevators and upper lake freighters here while ships crews are being paid off. The government elevator, with a capacity of 3,000,000 bus., is full and seven freighters are tied up at the government dock. This is the earliest date on record for such laying up of vessels with grain.

Winnipeg, Man., Oct. 4.—Canada is experiencing a congestion of grain at its ports characterized by shipping officials as unparalleled in history. Elevators at the head of the lakes, say ports and export ports, are practically dammed. In the absence of overseas demand no vessels are moving. No vessels are upbound to the head of the lakes for grain owing to the lack of demand for tonnage, and transit of wheat from the country elevators to head of the lakes has been curtailed by car rationing by the railroads because there is no place to store it when it arrives there. Grain will only be hauled from prairie points when the urgency of grain transportation is immediate. The tie-up is virtually complete.

Winnipeg, Man., Oct. 1.—In an effort to avoid an absolute embargo at the head of the lakes, the Canadian Pacific and Canadian National railways have instituted a car rationing policy which became effective today. Interior points showing the greatest need of grain transfer will receive cars. Storage at lakehead elevators totaled 72,361,000 bus. today out of a capacity of 86,000,000 bus., and a working margin of 10,000,000 bus. is necessary. Only 38,500,000 bus. of a total storage capacity of 106,000,000 bus. available in interior points is being used. Poor export demand for Canadian wheat is given as the reason for the congestion at the lakehead. The car situation was not a factor in the rationing decision.

The City of London College has started a two year evening course of lectures on the grain trade. The study of grain, methods and organization of the grain trade, grain and flour and scientific aspects of the grain and flour business are treated in the course. S. J. Duly, J. Gordon Hay and L. Tongeman are on the faculty.

Corn Movement in September.

Receipts and shipments of corn at the various markets during September as compared with September, 1928, in bushels, were:

	Receipts		Shipments	
	1929	1928	1929	1928
Chicago	6,278,000	6,925,000	3,425,000	4,621,000
Cincinnati	399,000	378,000	366,000	340,000
Denver	220,800	268,800	33,600	48,000
Duluth	214,267	26,996	168,000	.....
Hutchinson	15,000	22,500	.....	.....
Indianapolis	1,942,500	1,659,000	1,307,000	1,173,000
Kansas City	1,633,500	2,230,500	793,500	1,039,500
Milwaukee	913,160	782,920	533,706	509,374
Minneapolis	624,330	511,130	416,330	274,420
New Orleans	42,500	384,613	30,214	29,978
New York	55,500	.....	.....	.....
Omaha	1,185,800	1,246,000	1,233,400	1,237,600
Peoria	2,156,000	2,158,750	1,096,500	1,020,900
Philadelphia	17,425	9,803	.....	.....
Portland	96,250	56,375	.....	.....
St. Joseph	684,000	819,000	465,000	601,500
St. Louis	2,388,400	2,517,200	1,327,200	1,311,400
Seattle	534,800	385,000	.....	.....
Sioux City	713,000	531,000	695,000	550,000
Superior	244,625	29,652	168,000	.....
Toledo	131,250	80,000	.....	33,240
Wichita	46,800	88,800	27,300	45,600

Wheat Movement in September.

Receipts and shipments of wheat at the various markets during September as compared with September, 1928, in bushels, were:

	Receipts		Shipments	
	1929	1928	1929	1928
Chicago	2,365,000	2,845,000	2,002,000	1,459,000
Cincinnati	256,000	168,000	283,200	221,200
Denver	457,600	1,120,000	18,700	83,600
Duluth	13,521,138	25,342,842	11,193,230	14,773,619
Ft. William-Port Arthur	27,759,127	39,131,558	17,745,609	24,693,821
Galveston	.....	.....	2,417,600	2,799,583
Houston	.....	.....	751,817	24,000
Hutchinson	2,776,950	3,339,900	.....	.....
Indianapolis	338,000	597,000	228,000	135,000
Kansas City	6,452,160	8,607,170	3,663,660	6,253,390
Milwaukee	238,280	420,048	1,341,099	195,822
Minneapolis	13,429,860	24,688,660	4,964,230	7,452,480
New Orleans	1,205,901	1,273,729	652,133	2,361,307
New York	3,212,600	.....	1,645,000	.....
Omaha	3,083,200	4,406,400	3,256,400	3,652,600
Peoria	85,600	203,800	90,000	224,400
Philadelphia	80,831	108,099	103,580	99,833
Portland	3,348,050	4,142,050	3,094,282	3,646,897
St. Joseph	1,455,000	1,331,400	618,000	392,000
St. Louis	3,787,000	5,741,400	2,995,600	4,715,600
San Francisco	94,440	.....	.....	.....
Seattle	7,033,200	6,269,200	.....	.....
Sioux City	159,000	228,000	8,000	39,000
Superior	9,470,371	17,834,715	8,480,322	11,022,635
Toledo	617,130	1,443,970	150,355	283,410
Wichita	2,179,800	1,675,350	1,255,800	908,550

Some Wheat Moving to Europe.

Kansas City, Mo., Oct. 5.—Reports of export workings from day to day, from North America, while light, indicate that the world is not entirely independent of us for their supplies. The wheat that is being worked, of course, is the old carry-over of low grade wheat from Canada, and wheat at the American seaboard, shipped there before sales were made, which is known as "distress wheat," in order that the balance of the wheat, of which there are several thousand cars in transit, may be unloaded at the seaboard. Sales of this wheat, at seaports of the United States, are made at considerably under replacement values from interior points.—Shannon Grain Co.

Barley Movement in September.

Receipts and shipments of barley at the various markets during September as compared with September, 1928, in bushels, were:

	Receipts		Shipments	
	1929	1928	1929	1928
Chicago	789,000	2,444,000	511,000	1,669,000
Cincinnati	17,600	25,600	1,600	3,200
Denver	122,500	121,250	37,500	26,251
Duluth	3,044,491	12,028,273	3,358,727	11,007,943
Fort William-Port Arthur	6,104,376	8,513,303	578,113	5,531,954
Galveston	.....	.....	55,000	1,520,990
Hutchinson	53,750	115,250	.....	.....
Indianapolis	6,000	.....	6,000	.....
Kansas City	368,000	552,000	198,400	428,800
Milwaukee	874,515	1,344,000	1,030,920	955,140
Minneapolis	1,834,980	4,153,500	1,120,790	2,619,930
New Orleans	11,250	176,250	.....	561,666
New York	779,000	.....	131,000	.....
Omaha	286,400	340,800	292,800	396,800
Peoria	279,400	211,400	85,400	109,200
Philadelphia	.....	289,225	.....	349,772
Portland	62,400	16,000	.....	857
St. Joseph	33,250	12,250	12,250	14,000
St. Louis	194,200	590,400	56,000	409,100
Seattle	245,000	113,400	.....	.....
Sioux City	80,000	91,000	103,000	31,000
Superior	1,514,930	5,082,214	2,101,619	5,109,292
Toledo	6,000	26,400	.....	2,500
Wichita	46,800	96,000	36,400	32,400

Oats Movement in September.

Receipts and shipments of oats at the various markets during September as compared with September, 1928, in bushels, were:

	Receipts		Shipments	
	1929	1928	1929	1928
Chicago	3,388,000	4,014,000	3,037,000	3,734,000
Cincinnati	144,000	378,000	140,000	182,000
Denver	77,400	63,000	28,800	10,800
Duluth	849,694	843,360	609,771	348,000
Ft. William-Port Arthur	265,577	472,526	1,499,887	145,992
Hutchinson	1,500	4,500	.....	.....
Indianapolis	638,000	1,470,000	796,000	1,100,000
Kansas City	694,000	520,000	348,000	206,000
Milwaukee	1,224,270	716,100	1,937,350	1,513,069
Minneapolis	3,121,390	2,641,620	2,128,920	1,564,660
New Orleans	68,400	54,000	41,679	2,290
New York	419,000	.....	.....	.....
Omaha	1,010,000	674,000	1,094,000	430,000
Peoria	546,800	610,200	475,200	301,400
Philadelphia	215,879	166,535	.....	.....
Portland	224,200	131,000	6,267	12,491
St. Joseph	126,000	138,000	30,000	30,000
St. Louis	1,476,200	1,532,000	1,172,600	1,102,888
Seattle	228,200	194,600	.....	.....
Sioux City	643,000	565,000	458,000	533,000
Superior	441,127	440,533	221,587	18,937
Toledo	340,300	715,450	120,025	319,540
Wichita	25,500	42,000	19,300	27,000

Rye Movement in September.

Receipts and shipments of rye at the various markets during September as compared with September, 1928, in bushels, were:

	Receipts		Shipments	
	1929	1928	1929	1928
Chicago	394,000	229,000	14,000	59,000
Cincinnati	33,600	74,200	48,000	64,400
Denver	6,000	3,600	2,400	.....
Duluth	1,708,001	3,887,774	1,262,082	2,957,597
Ft. William-Port Arthur	1,251,576	2,031,703	273,443	915,345
Galveston	.....	.....	.....	.....
Houston	.....	.....	.....	.....
Hutchinson	3,600	1,200	.....	.....
Indianapolis	19,500	48,000	1,800	8,000
Kansas City	36,000	33,000	30,000	39,000
Milwaukee	7,250	98,550	91,980	80,340
Minneapolis	956,920	1,204,480	740,550	572,450
New Orleans	2,400	77,665	(*)	55,714
New York	17,000	.....	(*)	.....
Omaha	299,600	275,800	448,000	355,600
Peoria	1,200	7,200	.....	3,600
Portland	8,700	34,800	20	18,666
St. Joseph	1,500	.....	1,500	.....
St. Louis	144,900	180,700	96,200	119,900
Seattle	16,800	32,200	.....	.....
Sioux City	20,000	2,000	2,000	9,000
Superior	1,048,587	1,795,801	863,492	1,441,350
Toledo	19,200	21,600	4,715	5,795
Wichita	.....	3,600	2,600	2,400

Saskatchewan Pool's Elevator No. 7 at Port Arthur, Ont.

A larger handling capacity than any other elevator yet built in Canada distinguishes the Pool Terminal No. 7 erected at Port Arthur, Ont., by Saskatchewan Pool Elevators, Ltd. In an ordinary working day this house will unload 400 cars per day. Shipping capacity to boats is 1,500,000 bus. per ordinary working day.

The site measures 400x2,160 ft. on the harbor front. The boat loading slip is 200x2,160 ft. The elevator extends along the slip 1,344 ft., 4 ins. and has a 12-ft. concrete dock the full length of the buildings. The plant comprises a centrally located work house with its track shed, an office building at one end and drier and boiler house on the other end of the work house. Beyond these again are the two large storage annexes, one at each end of the plant.

Construction began by enclosing the water covered lot with sheet piling revetment and driving 19,642 pieces of piling. The work of filling in the trackage required 11,000 carloads of gravel. By gravel filling at time of construction the construction of approach tracks on wooden trestles that would have to be replaced after ten years was avoided, and the Canadian National Railroad Co. was given an opportunity to replan its main storage yards so that conditions for handling cars in that part of Port Arthur are now ideal.

THE WORK HOUSE is 284 ft., 4 ins. long and 79 ft., 4 ins. wide, standing 210 ft. above water level. It contains 90 circular bins in 5 rows, which with interstices give it a capacity of 900,000 bus.

The equipment of the workhouse includes 5 receiving legs, 6 shipping legs, each of 25,000 bus. per hour capacity, 14 cleaner legs, 2 screenings legs and 1 drier leg, each 8,000 bus. per hour; 11 hopper scales of 2,500 bus. each in the cupola for receiving and shipping. For the legs 15,000 elevator buckets were required.

On the work floor are 20 No. 11 Monitor Receiving Separators, 20 No. 5 Emerson Separators and 12 "Big Five" Disc Separators, so arranged that each car of grain can be cleaned over the most suitable type of separator without transferring.

Screenings (chaff, buckwheat, cracked wheat, and black seeds) are handled separately from tailings (straw joints, unthreshed wheat heads and oats), each being delivered to a separate screw conveyor system and elevator leg. Screenings are separated over three No. 11 Monitor Screenings Separators and then over two double Disc units, top unit being a wheat and oats separator, and the lower unit a seed separator. Tailings are separated over two Monitor No. 81 Scalping Shoe to take out straw joints, then thru a Monitor Wheat Head Thresher, then thru a "Big 5 Disc" to separate wheat and oats. These Monitor machines are equipped with SKF ball bearings, of which 216 were required, besides one thrust bearing and a small radial bearing.

Each battery of cleaning machines is fed from a group of overhead workhouse bins. Cleaner bins, feeding to work floor separators have a total capacity of about 700,000 bus. Forty-nine garners of 3,000 bus. capacity each are provided above the scales as reservoirs for the various leg discharges. Each scale and garner can discharge to any one of eight 42-inch cupola annex belts, four belts delivering to each storage annex. In addition, all scales and garners can deliver to a reversible cross belt for distribution within the workhouse; the cross belt also delivering to the drier garners. Grain from each storage annex is drawn off by four 40-inch basement shipping belts. Particular attention has been given to facilities for distributing grain within the elevator, and the greatest flexibility has been provided for the expeditious handling of a large volume of grain.

Shipping capacity to boats is 150,000-bus. per hour. Nine boat spouts are provided, each spout drawing from two shipping bins. The shipping bins have a total capacity of 90,000 bus. A well equipped marine leg is provided, so that in the event that a cargo does not grade as expected, the grain can be unloaded back into the elevator. The loading-out dock is of length to enable three boats to tie up at one time, and six boats can be tied up in the slip for winter storage.

A particular feature of the structural design is the large number of bins provided in the elevator. This number totals 683 bins, varying in size from 32,000 bus. for the large circular annex bins to 4,000 bus. for the small bins. The large number and variety in size of bins enables the elevator to handle a large number of grades of grain without loss of capacity. Bins are arranged for convenience in blending grain, and a large proportion of the elevator capacity can be drawn off to a single belt. Seventeen trippers have been installed.

THE DUST COLLECTING system of this, the largest cleaning house in the world, is extensive, requiring 44 dust collectors, 5 of which are in the cupola. The 42-inch main pipe is the largest in any grain elevator and the length of piping is over one-half mile. The fans on the cleaning machines discharge into cyclones located over the track shed roof. The dust from the cyclones and from the sweeper system in the basement and first floor is taken care of by a large auxiliary fan on the first floor. This fan discharges into a cyclone located on bin floor of cupola which discharges the collected material into the screenings bin. The 90-inch fans are driven by 125-h.p. motors and the 55-in. fans by 40-h.p. motors.

In the cupola are three large cleaning machines as well as one smutter, the fans of which discharge into cyclones from which the dust goes to an auxiliary fan system which also takes care of the sweepers on the numerous floors in the cupola. This fan also discharges the collected dust into the screenings bin. All piping and collectors are made of galvanized steel, fabricated in a shop at Ft. William by the Cyclone Blow Pipe Co., which designed the system.

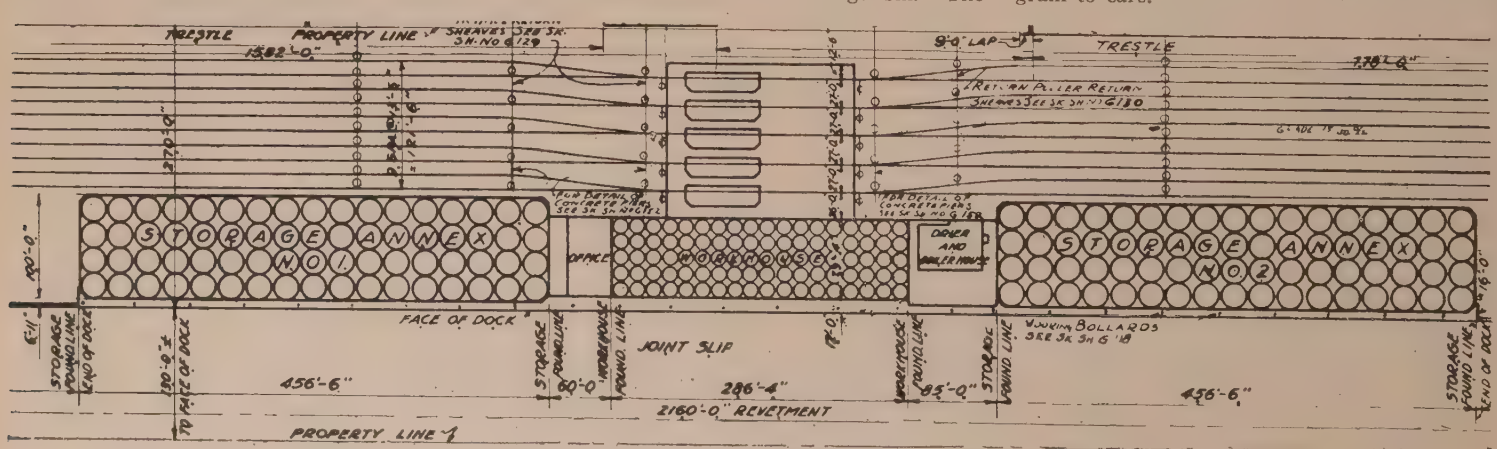
FALK SPEED REDUCERS have been employed freely in this large plant to cut down the power consumption, 52 of these drives having been installed besides a 14-C Falk Coupling between the 125-h.p. motor and fan. Twenty-four of the reducers drive the cupola shipping conveyors, these being No. 6-H 40 h.p., 870 to 135 r.p.m., each equipped with two Falk Flexible Couplings—a No. 9 C on the high speed shaft and a No. 13 C on the low speed shaft. Seventeen are No. 9 D Falk Speed Reducers, 50 h.p., 885 to 31 r.p.m., with No. 10 C Falk Flexible Couplings on high speed shaft and No. 365 S Falk Coupling on low speed shaft. 16 of these units are on cleaning, screening and tail legs, while one is driving a drier leg. Fourteen are No. 11½ D Falk Speed Reducers, 150 h.p., 870 to 31 r.p.m., with Falk Flexible Couplings—14 C on high speed shaft and 21 C on low speed shaft. These reducers are driving receiving and shipping legs. These have Falk steel-backed babbit-lined precision sleeve bearings.

The electric motors driving all legs and conveyor belts have high initial torque, and push button control. Solenoid brakes are used as backstops for all elevator legs and on car dumper machines. Roller bearings are provided for all conveyor stands and concentrators, trippers, cleaners and car dumpers. The plant contains 177 electric motors, of 5,736 horse power; and the conveyor and leg belting of 5 and 7 ply has a total length of 35,490 ft.

THE TRACK SHED houses five car dumpers, each dumper served by two tracks both outshore and inshore, each track holding 23 cars, so that the railroad company can place 230 cars for unloading at one spotting. Each dumper is capable of an average unloading of 7 cars per hour, and an actual test of these "Dominion-Howe" automatic dumpers under favorable conditions developed a capacity of 12 cars per hour, so that ample allowance has been made for operating delays.

Each dumper track is equipped with a hand pit for unloading bulkhead cars, the arrangement being such that one end of bulkhead cars can be taken out by hand without delaying the dumper operation. Dumpers are equipped with an automatic device for removing duplex grain doors, as well as with a pressure frame for removing bulk head doors. The track shed is 182 ft., 9 ins. long, and 146 ft., 6 ins. wide.

Six car loading spouts with Sandmeyer ends are provided in the track shed for loading out grain to cars.



Ground Plan of 7,000,000-bu. Concrete Elevator of Saskatchewan Pool at Port Arthur, Ont.
[See facing page and outside front cover.]

STORAGE ANNEXES Nos. 1 and 2 each consist of four rows of circular bins, 17 bins in a row, covering a ground space of 100x456 ft., 6 ins. each. With their interstice bins each has a storage capacity of 3,050,000 bus. Full provision has been made for adding storage at both ends of the present plant to bring the total capacity up to 15,000,000 bus. When this is done the additional conveyor belting will be operated as separate units, the present conveyors being elevated sufficiently at the far end to load the new units. Separate operation will save the cost of operating a long run of belting when grain is to be handled from or to the storage unit nearest the working house.

The drying plant has a complete installation of a dust collecting type Morris Steam Drier, having a capacity of 1,000 bus. per hour. Drier and boiler house structures are built to permit installation of a second similar 1,000-bu. unit when required.

A complete signal system is extended thruout the plant, including inter-communicating telephones, industrial horn and lamp signals, and garner alarms.

The office and substation building is 79 ft., 4 ins. by 45 ft., having two stories and basement. The plant includes a complete and adequate electrical sub-station, well equipped millwright shop with power driven machinery, and air compressor system, steam heating plant for offices and millwright shop.

Comfortable and conveniently located offices are provided thruout the plant for elevator operation and for the government inspection and weighing staffs. Comfortable welfare rooms are provided for the elevator staff.

For fire protection there is city water with outside hydrants.

The exterior of the building is painted with a specially prepared preservative that is waterproof. All of the metal spouting, machinery, stairways and other metal parts have had aluminum paint put on with air guns.

The entire elevator plant was designed by and built under the supervision of C. D. Howe & Co. The contract for the elevator superstructure was awarded to the Barnett-McQueen Construction Co., Ltd.

Present rapid construction has been brought about by special designing for speed, by a high degree of efficiency on the part of the General Contractor and by confining purchases to a selected list of highly organized and efficient subcontractors.

The assembling of all material and purchase of same was in charge of Mr. D. V. Whitehead, general manager, and chief engineer of The Barnett-McQueen Constn. Co., Ltd.

Subcontractors for equipment include Strong-Scott Mfg. Co., drier, separator and chain drives; Huntley Mfg. Co., cleaning machines; Canadian General Electric Co., electric motors; Wm. Kennedy & Sons, Falk Speed Reducers; Westinghouse Co., sub-station apparatus; Fairbanks, Morse & Co., electric hoist and drill and leather belts; and Humphrey Elevator Co., hoists.

The Invisible Thread in Farm Relief.

BY W. H. JENSEN, MGR. ASS'N OF CREAMERY BUTTER MFRS.

There seems to have been an invisible thread running thru many factors that led to the passage of the Agricultural Marketing Act. After all, members of Congress must pay some attention to the information and opinions of others.

About two years ago a report was published by the American Society of Agricultural Engineers, of which O. B. Zimmerman was pres. Mr. Zimmerman is an engineer connected with the International Harvester Co. It was claimed at the time, that the report (which received very wide circulation and was presented to President Coolidge), was endorsed by the Chamber of Commerce of the United States, the American Bankers Ass'n and others.

This report recommended more efficiency on the farm, and it brought out the fact that great advancement had already been made by the use of more machinery on the farm. In substance, this report endorsed the farm marketing plan outlined by the then Sec'y of Agriculture, W. M. Jardine—a plan which, with some changes, we now find to be the Agricultural Marketing Act.

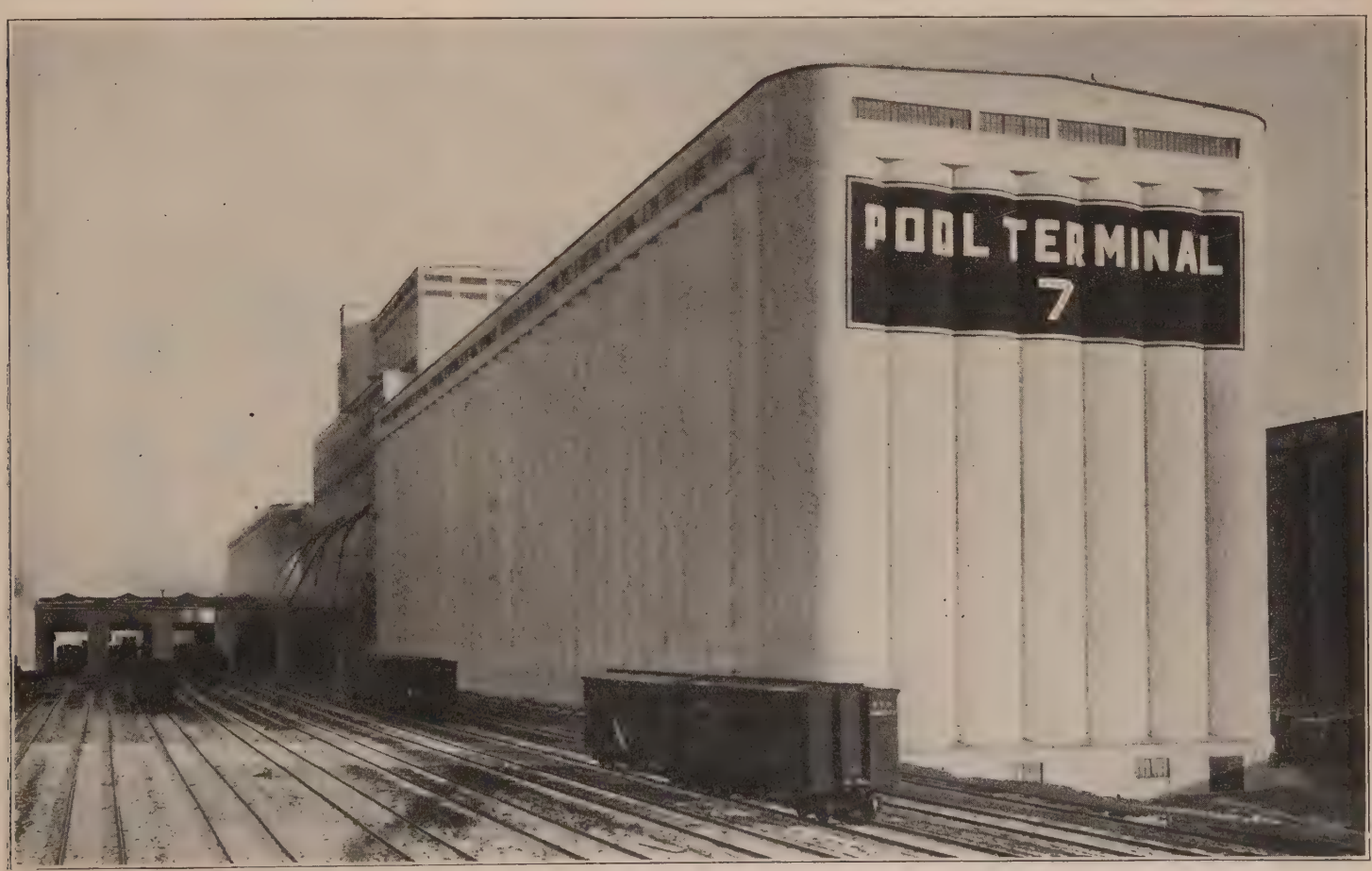
Shortly afterwards, the Chamber of Commerce of the United States took up this work under the leadership of its president, Wm. Butterworth, who also is chairman of the board of directors of Deere & Co., manufacturers of farm implements and machinery. This led to the action of the Chamber of Commerce of the United States in sending out its now famous Referendum No. 52, which, as a document, was biased, incomplete and poorly advised, particularly on the negative side.

The Chamber of Commerce of the United States afterwards took an active part in furthering the enactment of the Agricultural Marketing Act by appearing before the agricultural com'ites of the House and the Senate, and presenting its views to the President.

The contents of the booklets prepared by the American Society of Agricultural Engineers indicate that the farmer's dollar coming in to him has received considerable attention—his dollar going out no attention whatsoever.

Perhaps there are some extenuating circumstances in connection with the above; but nevertheless it would seem that the American farmer has had much advice from the people who sell to him, and said advice generally has been very critical toward those people who buy the farmer's products—industries known to be highly competitive.

The farm agitation in the main has been—"the lack of purchasing power of the farmer's dollar," and this side as a whole is ignored in the Agricultural Marketing Act. The farmer's outlay for transportation, taxes, interest rates paid by the individual, and the cost of all other articles he must purchase, has received no consideration.



The Receiving Side of the 7,000,000-bu. Reinforced Concrete Elevator of the Saskatchewan Pool at Port Arthur, Ont.
[See outside front cover and facing page.]

25 Years of Earnest Work for the Grain Trade

Few dealers in the grain business today have a full appreciation of the trying struggles of the pioneers in association work, or the discouraging conditions under which the leaders persisted in their efforts to improve the methods and abolish the bad practices in vogue during the early years of the Grain Dealers National Ass'n. The adoption of arbitration for the settlement of trade disputes and differences was quickly followed by the crystallization of the convictions of the trade in the form of trade rules as to what was fair and equitable to contending parties. The discovery of wide variation in the grain grading rules and practices of the many inspection authorities led to an insistent demand for uniform rules and uniform grading. The discontinuance of docking each car unloaded at a terminal elevator, the improvement and coopering of box cars by the railroads, the inspection of terminal scales and the employment of disinterested deputies to check the weighing of the grain unloaded at terminals all contributed to the safeguarding of the country grain shippers' interest. The real accomplishments of the organized trade have never been fully recognized or the benefits appreciated by the trade.

Both Sec'y Chambers and Sec'y Stibbens discouraged by the lukewarm support given by the trade gave up the work in disgust. Fortunately others have carried on and persisted in the struggle for better conditions. The real accomplishments of the Ass'n workers have been slow of attainment, but the records of the reforms attained are indeed gratifying and should enthuse present-day association workers and supporters to even greater efforts to bring about better trade conditions for the grain dealer. In hope of acquainting present-day dealers with the various stages of agitation, discussion and action leading up to the trade's many helpful reforms we present a short digest of the National Ass'n's work year by year.

Previous to 1896, the grain trade was not blessed with a national ass'n, but during the last half of 1895 and all of 1896, grain dealers in the different grain surplus states who recognized the helplessness of the grain trade against the many burdens and bad practices encumbering it, kept up a running discussion of the many advantages to be derived through the organization of a national ass'n in the communicated columns of the American Elevator & Grain Trade.

Finally when considerable enthusiasm for the organization of a national ass'n had been aroused, a meeting called by Charles S. Clark of Chicago, who engaged speakers, arranged a program and drafted the first constitution and by-laws which were referred to a committee and adopted. When the first meeting was convened in the Saratoga Hotel, Chicago, on Nov. 9th, 1896, it was found that thirty-eight grain dealers were actually in attendance, but many others sent encouraging letters and applications for charter membership. Theo. P. Baxter of Taylorville, Ill., was made temporary chairman.

PAPERS and addresses presented at the first meeting included "Shortages in Shipments at Terminals; A Remedy," by E. R. Ulrich, Jr., Springfield, Ill.; "Who Should be Entitled to Membership in the Grain Dealers National Ass'n?" by W. H. Chambers, Hepburn, Ia.; "Lower Freight Rates to Elevator Men Than to Transient Shippers," by J. E. Utt, Omaha, Nebr.; "The Advantages of Mutual Insurance for Elevator Owners," by F. D. Babcock, Ida Grove, Ia.; "Securing Shippers' Rights from Common Carriers," by W. H. Suffern, Decatur, Ill.; "The Liability Release Clause in Railroad Companies' Ground Leases," by W. L. Barnum, Chicago, and "The Reciprocal Demurrage Charge," by C. S. Maguire, Cincinnati, O.

Originally it was intended to admit only elevator operators to active membership, the Constitution and By-Laws adopted provided:

PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of a National Association of Grain Dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those who are regularly engaged in the grain business, the formulating of rules to govern the transaction of business and the promotion of friendly relations among legitimate grain men of the country.

Article II—Membership.

Section 1. Any person, firm or corporation operating a grain elevator and engaging in the buying and selling of grain continuously, may become a member of this association; also, any person, firm or corporation who has been engaged in the buying and selling of grain continuously at one station for at least two years, yet has no elevator, may, upon the recommendation of two persons or firms who are members of this association in good standing, and are operating grain elevators at the same or nearby stations, be admitted to membership.

Sec. 2. Regular grain receivers and regular track buyers, who do not sell grain for, or send bids to, or buy grain from grain scalpers, irregular grain dealers, transient buyers or "scoop-shovel men," may be admitted to honorary membership upon the payment of the regular membership fees.

THE NOMINATING com'ite recommended and the dealers present elected the following officers for the first year: President, E. S. Greenleaf, Jacksonville, Ill.; first vice-president, P. S. Heacock, Falls City, Neb.; second vice-president, E. A. Grubbs, Greenville, O.; secretary, W. H. Chambers, Hepburn, Ia.; treasurer, J. W. Adams, Minneapolis; Board of Directors, Theo. P. Baxter, Taylorville, Ill.; M. McFarlin, Des Moines, Ia.; A. E. Hartley, Goodland, Ind.; Fred L. Harris, Omaha, and A. E. Clutter, Lima, O.

E. S. Greenleaf, Jacksonville, Ill., President, G. D. N. A., 1896-7.

INDIANA was represented by G. D. Ettinger, Bourbon; W. T. McCray, Kentland; L. H. Blankenbaker, Brook; A. E. Hartley, Goodland; W. L. Cunningham, Brook.

IOWA'S delegation included M. T. Russell, M. McFarlin, B. A. Lockwood, E. L. Bowen, Des Moines; W. H. Chambers, Hepburn; D. N. Dunlap, Fontanelle; J. D. Robbins, Hastings; C. Reed, Guthrie Center; A. W. Harris, Sibley; F. A. H. Greulich, Marion.

ILLINOIS sent the following: F. M. Pratt, Decatur; Theo. P. Baxter, Taylorville; E. R. Ulrich, Jr., Springfield; W. H. Suffern, Decatur; W. B. Newbegin, Blue Mound; J. H. Herron, Sidell; Frank Ream, Lostant; J. F. Echard, Leeds; Jos. D. White, Stillman Valley; R. G. Risser, Kankakee; F. M. Cutler, Carthage; H. N. Knight, Monticello.

THE NEBRASKA Grain Dealers Ass'n was represented by J. E. Utt, Sec'y of ass'n.

Among the receivers represented at the meeting were I. P. Rumsey of Rumsey, Lightner & Co.; Irwin, Green & Co., by C. A. Tower, Pope & Lewis by E. A. Curtis, W. N. Eckhardt and J. W. Radford; C. B. Congdon & Co. by D. H. Winans, H. F. Dousman, V. W. Bullock, Burlington, Iowa, and B. J. Burns of Whitney & Gibson, Buffalo.

The Ass'n started out with 165 members. Sec'y Chambers moved his office to Des Moines and persistently solicited new members as well as opportunities to help the trade and gained many new supporters.

The First Year's Work.

The second meeting held in Des Moines June 29-30, 1897, was attended by about 200 dealers. The program was interesting and instructive, and as usual Des Moines did everything to insure the visitors enjoying themselves. The secretary's report showed considerable effective work done for the meager sum at the command of the association. The receipts the first year were $1,503; the expenditures, $1,533.

The second annual meeting brought to light the fact that the national and the state and local associations could not draw their support from the country shippers and compete in doing the same work.

DELEGATES from the Illinois Grain Dealers Ass'n, the Grain Dealers Union of S. W. Iowa and N. W. Missouri, the Nebraska Grain Dealers Ass'n and the Kansas Grain Dealers Ass'n met with delegates from the Grain Dealers Nat'l Ass'n and agreed to share in the expense of obtaining a loading fee from the railroads for every operator of a country elevator. A committee composed of D. Hunter, Hamburg, Ia.; N. Hodgson, Des Moines and Sec'y W. H. Chambers was appointed a special committee to obtain this compensation from the carriers.

At this conference of the ass'n delegates, a federation of all existing local, state and national grain trade ass'ns was favorably discussed but action deferred because of lack of authority to bind their respective organizations.

B. A. Lockwood, chairman of the Transportation Com'ite in presenting its report quoted from "A Proposition Submitted to the Western Freight Ass'n thru its Rate Com'ite by the National Ass'n," from which we take the following:

LOADING FEE OF 2 CTS. PER 100 LBS.

The railway companies at their stations do furnish facilities for the proper loading of freight, such as depots, stock yards and other facilities. That it is their charter privilege to provide such facilities, by ownership, lease or contract for service rendered.

That they now have no facilities for the receiving, weighing and loading of bulk grain; that it would be leigitimate to furnish these facilities, or to contract with some individual, firm or corporation to render this service to the railroad companies, by furnishing such facilities and performing the work necessary to fulfill their contract. Therefore, the following proposition is submitted:

The members of the Grain Dealers National Ass'n in your territory, operators of elevators and warehouses already erected on your tracks, will agree for a compensation of 2 cents per 100 pounds to weigh, receive and load into cars tendered for loading any grain offered for transportation over your lines, either by the member himself or anyone else who tenders bulk grain in carload lots.

In order to let down the bars to membership for receivers and increase the ass'n's revenue the Com'ite on Amendments proposed among other amendments the following:

Regular grain receivers and regular track buyers, who do not sell grain for, or send bids to, or buy grain from grain scalpers, irregular grain dealers, transient grain buyers, "scoop-shovel men," may be admitted to membership on the payment of the regular fees and shall be rated the same as the owner of one elevator.

The report of the Com'ite and the amendments were adopted.

The establishment of a Private Crop Bureau to serve members exclusively was discussed.

ADDRESSES included a paper on "What Is Needed in Kansas" by N. B. Hieatt, Willis, Kan., Pres. of the Kansas Grain Dealers Ass'n; "Relations of the Railroads and the Grain Shippers," by C. J. Phillips, D. F. A. of the C. R. I. & P. R. R. at Des Moines; "Grain Elevator Insurance" by W. L. Barnum, sec'y, Millers National Ins. Co.; "Relations of the Commission Merchant to the Ass'n," by I. P. Rumsey, Chicago; "Will Ass'n Work Alleviate Present Conditions of the Grain Trade," by B. S. Tyler, Sec'y, Illinois Grain Dealers Ass'n, Decatur; "Grading Grain at Chicago," by Chief Inspector E. J. Noble and Supervising Inspector Wm. Smiley; "Short Weights at Terminals," by A. W. Lloyd, Springfield, Ill., and "The Value of Weather and Crop Reports," by J. R. Sage, Chief of Iowa's Weather Service.

A resolution was adopted empowering a com'ite of three to represent the combined ass'ns in securing a compensation from the railroad companies for elevator operators.

Another resolution asked the hearty co-operation of the state grain dealers ass'ns with a view of merging all together under one head.

The following candidates of the Nominating Com'ite were elected: Pres. Warren T. McCray, Kentland, Ind.; first v.-pres., E. A. Grubbs, Greenville, O.; second v.-pres., J. M. Sewell, Hastings, Neb.; treasurer, E. L. Bowen, Des Moines; sec'y, W. H. Chambers, Des Moines; directors, A. E. Clutter, Lima, O.; T. P. Baxter, Taylorville, Ill.; N. B. Hieatt, Willis, Kan.; H. N. Knight, Monticello, Ill., and M. McFarlin, Des Moines, Ia.

G. D. N. A. Work During 1897-1898.

Shortly after the first annual meeting held in Des Moines in June, 1897, Sec'y Chambers resigned and accepted a position with Harris & Co. at Omaha. A month or so later, the books of the Ass'n were turned over to Charles S. Clark at Chicago and he agreed to devote his spare time to serving as Sec'y-Treas. for the balance of the year.

Warren T. McCray, Kentland, Ind.
President, G. D. N. A., 1897-1900.

The third meeting was held at the old Chicago Beach Hotel, Chicago, Nov. 2 and 3, 1898, Pres. Warren T. McCray of Kentland, Ind., presiding. The Sec'y reported twenty-three new members, eighty-five complaints of scoop shovel competition and many complaints of shortages in shipments to terminals. The Treas.'s report showed receipts from former treas., $13.39, initiation fees $200.00, dues $481.55, and disbursements of $532.19.

ADDRESSES were presented at this meeting on "Forged Bs/L" by W. H. Bergin, Toledo; "The Variable Carload" by D. G. Stewart, Pittsburgh; "Uniform Rules for Grading Grain" by E. R. Ulrich, Jr., Springfield, Ill.; "Grading Grain at Chicago" by Chief Inspector E. J. Noble; "Reducing Barley Grading to a Practical Basis" by Julian Kune, Chicago; "Centralization of the Grain Trade" by S. H. Greeley, Chicago; "Association Work in Kansas" by Sec'y E. J. Smiley, Concordia; "What Mutual Insurance Has Done for Iowa Elevator Owners" by F. D. Babcock, Ida Grove; "What the Nebraska Association Has Done for the Grain Trade" by Sec'y A. H. Bewsher, Omaha; "What the Grain Dealers Union Has Done for the Regular Dealers" by G. A. Stibbens, Coburg, Iowa; "The Internal Revenue Tax and the Grain Dealer" by A. E. Clutter, Lima, O.; "A Clean B/L" by James P. McAllister, Columbus, O.; "Shortages in Grain Shipments" by N. S. Beale, Tama, Iowa.

M. McFarlin, Des Moines, moved the appointment of a com'ite to bring about the federation or affiliation of all the grain dealers associations with the National.

Resolutions were adopted condemning the use of small capacity scales in terminal elevators and requesting the installation of hopper scales of sufficient capacity to weigh a car load at one draft.

It was also resolved that the Association should make a determined effort to secure a loading fee of 2c per 100 lbs. from the railroads for all grain loaded into cars from country elevators.

A motion to investigate the cause of shortages in shipments to terminal markets resulted in the appointment of a com'ite headed by N. S. Beale of Tama, Iowa, that soon got into action and brought about correction of many abuses.

While the attendance at this meeting was not large, the interest in the work of the organization was widespread.

The following candidates recommended by the nominating com'ite were elected: Pres., W. T. McCray, Kentland, Ind.; 1st v.-p., A. E. Clutter, Lima, O.; 2d v.-p., J. M. Sewell, Hastings, Nebr.; sec'y-treas., Charles S. Clark, Chicago. Directors: E. A. Grubbs, Greenville, O.; N. H. Hieatt, Wilkins, Kans.; D. Hunter, Hamburg, Ia.; B. A. Lockwood, Des Moines, Ia., and Arthur Sawers, Chicago.

Third Annual Meeting of G. D. N. A.

The third annual meeting of the National Ass'n held in the old Grand Pacific Hotel at Chicago Oct. 18-19, 1899, was the best attended and the most enthusiastic gathering the trade had yet known. A large number of prepared addresses were presented and stimulated a closer study of the country shippers' problems than any meeting which had preceded it. The Pres., W. T. McCray, of Kentland, Ind., repeatedly complimented and congratulated the members on the many important subjects considered and the facts presented.

N. B. Hieatt, Pres. of the Kansas Ass'n, which organization had established check weighmen at Kansas City elevators, told how sweepings which had been sold back to elevator operators at 20c a bu. were recovered for the shippers and how one elevator superintendent who plugged his scale weights was glad to pay a fine of $3,000 in order to escape prosecution.

The report of Sec'y-Treas., Charles S. Clark, showed that the membership was growing and outlined the work involved in the organization of the Western Indiana Division of the National Ass'n. Thirty-one new members were added at the Convention. Receipts for the year were $773.25; the expenditures $517.63.

M. McFarlin, Des Moines, moved that the weighing fee at Chicago be increased 10c a car so as to enable the Board of Trade Weighmaster to place an extra man at the receiving pits to safeguard the shippers grain.

The sending of market information and track bids to scoopers, fly-by-nights and farmers by terminal market receivers was complained of by shippers from many different sections, and T. P. Baxter, Taylorville, Ill., announced that the State Ass'n was compiling a list of all regular dealers in the central part of the State and this would be supplied free to receivers in order to assist them in confining the distribution of their market information to regularly established dealers.

Complaint having been made by different shippers that their grain was unduly delayed in some terminal markets and then settled for on the basis of the new inspection prompted the Ass'n to adopt a resolution petitioning the different grain exchanges to amend their rules so as to require buyers to accept grain on first inspection or obtain re-inspection within forty-eight hours. This was the beginning of the agitation that resulted in the correction of this abuse.

Another resolution called upon the railroads for equitable distribution of cars in proportion to the annual shipments of each firm at each country station.

Disclosures of losses to shippers as the result of the activities of the sweepers in yards about the terminal elevators resulted in the adoption of the resolution demanding that every terminal elevator require its employes to remove all grain from each and every car and to sweep clean each car before it left the elevator. It was also requested that the elevators refrain from giving or selling the sweeping privilege.

Track buyers were also requested to confine their dealings to regular grain dealers.

A resolution demanding that where country shippers were unable to obtain cars for loading out grain, they should be granted the rate of freight in force at the time they applied for cars, when cars were finally furnished for loading.

The addresses delivered at this meeting were of unusual interest and number. Among others the following were presented:

"Shortages at Terminal Markets" by N. S. Beale, Tama, Ia.; "The Western Indiana Division of the G. D. N. A.," by Pres. E. H. Wolcott, Wolcott, Ind.; "Work of the Grain Dealers Union" by Sec'y G. A. Stibbens, Coburg, Ia.; "Progress of the Nebraska Grain Dealers Ass'n" by Sec'y A. H. Bewsher, Omaha; "Work of the Ohio Grain Dealers Ass'n" by Sec'y J. W. McCord, Columbus; "Why Country Elevator Operators are Entitled to a Loading Fee" by B. A. Lockwood, Des Moines; "Causes of Short Weights at Terminals" by Sec'y E. J. Smiley, Concordia, Kan.; "How Can the Associations Help the Railroads" by E. R. Ulrich, Jr., Springfield, Ill.; "The Chicago Board of Trade" by R. S. Lyon, Chicago; "The Shipper and the Carrier" by M. J. Carpenter, Pres. C. & E. I. R. R.; "The Bulls" by J. W. McCord, Columbus, O.; "The Man Who Weighs Our Grain" by M. McFarlin, Des Moines; "Free Storage for Farmers" by A. E. Clutter, Lima, O.; "Discounts for Off Grades" by W. R. Breckenridge, Kankakee, Ill.; "Advan-

tages of Membership" by John Ross, Brookston, Ind.; "Bidding Irregular Dealers" by D. Hunter, Hamburg, Ia.; "Buying on Track" by G. B. Van Ness, Chicago; "Selling on Track" by H. L. Bushnell, Hoopeston, Ill.; "Condition of Grain Cars Upon Arrival" by Weighmaster H. A. Foss, Chicago; "Object and Work of the Southern Grain Dealers Ass'n" by Alfred Brandeis, Louisville, Ky.; "Overbidding in Local Markets" by L. T. Hutchins, Sheldon, Ill.; "Mutual Insurance" by F. D. Babcock, Ida Grove, Ia.; "Inspecting and Handling Grain in Chicago" by Chief Inspector E. J. Noble, Chicago; "The Advantages of Consigning Grain" by I. P. Rumsey, Chicago; "Results of Ass'n Work in Southeastern Iowa" by E. L. McClurkin, Morning Sun; "Clippers and Cleaners in Country Elevators" by Robt. Bell, Fowler, Ind.; "Landlord's Liens" by Norman H. Camp, Chicago.

The following officers were unanimously elected: Pres., W. T. McCray, Kentland; 1st V.-P., J. W. McCord, Columbus, O.; 2d V.-P., J. M. Sewell, Hastings, Neb.; Sec'y.-Treas., Charles S. Clark, Chicago. Directors: Arthur Sawers, Chicago; B. A. Lockwood, Des Moines, Ia.; John Ross, Lafayette, Ind.; D. Hunter, Hamburg, Ia.; Ed. McCue, Pittsburg, O.; E. L. McClurkin, Morning Sun, Ia.; T. P. Baxter, Taylorville, Ill.; N. B. Hieatt, Willis, Kas.

G. D. N. A. Annals for 1899-1900.

The Fourth Annual Meeting of the Nat'l Ass'n was held in the Assembly Hall of the Board of Trade, Indianapolis, Ind., Nov. 20-21, 1900, Warren T. McCray of Kentland, Indiana, presiding. 185 attended. The report of Treas. Charles S. Clark showed receipts amounting to $1,202.15; expenditures $1,018.58. Sec'y Clark reported seventy-six new members and three local divisions organized.

The principal problems confronting the Ass'n included the Scarcity of Cars, the Rapid Change in Freight Rates, Repeal of the Documentary Tax, Lending Bags to Farmers, Relief from Collecting Rents for Landlord, Uniform Rates of Freight, Abolition of Free Storage, Improved Weighing Facilities and a Loading Fee for Elevator Operators.

B. A. Lockwood, Des Moines, Ia., President, G. D. N. A., 1900-2.

Shippers complained of their inability to obtain cars for two and three months at a time although they had sold grain for early delivery.

Resolutions adopted requested the Chicago Board of Trade to repeal its new rule Limiting Sales for Future Delivery to sixty days, protesting against the Unreasonable Rigidity of the Grading of Oats at Chicago, demanding an improvement in Government Crop Reports, so as to give the trade more reliable information regarding crops. The establishment of Summer and Winter Rates of Freight on grain was demanded in order that the trade should have some relief from the quick and unexpected changes. They pointed out the necessity of having stable freight rates in order that country buyers be protected on their purchases. A special com'ite insisted that the matter of car shortage be taken up with the Interstate Commerce Commission in order that shippers could move grain to market.

OFFICERS elected for the coming year were: B. A. Lockwood, Des Moines, Ia., Pres.; T. P. Baxter, Taylorville, Ill., 1st V.-P.; H. S. Grimes, Portsmouth, O., 2nd V.-P.; Charles S. Clark, Chicago, Sec'y-Treas. Directors: Arthur Sawers, Chicago; E. R. Ulrich, Jr., Springfield, Ill.; F. J. Wright, Minneapolis; D. Hunter, Hamburg, Ia.; H. L. Combs, South Whitley, Ind.; J. F. McCormick, Ambia, Ind.; P. E. Goodrich, Winchester, Ind.; J. H. Conger, Eaton, O.; George S. Hayes, Hastings, Neb.; and L. Cortelyou, Muscotah, Kan.

ADDRESSES presented included the "Necessity of Demanding Good Cars" by W. W. Alder, La Fayette, Ind.; "The Collection of Dues," by G. A. Stibbens, Coburg, Ia.; "The Car Shortage," by E. H. Wolcott, Wolcott, Ind.; "The National Ass'n's Field of Usefulness," by Capt. M. T. Russell, Des Moines; "The Work of the Grain Dealers Union," by D. Hunter, Hamburg, Ia.; "The Documentary Tax; Its Repeal," by Jas. W. Sale, Bluffton, Ind.; "The Work of the Ohio Grain Dealers' Ass'n," by Sec'y J. W. McCord, Columbus; "The Nebraska Ass'n," by Sec'y A. H. Bewsher, Omaha; "The Work of the Iowa Grain Dealers Ass'n," by Geo. A. Wells, Des Moines; "Work of the Southern Grain Ass'n," by A. Brandeis, Louisville, Ky.; "Work of the Texas Ass'n," by Sec'y H. B. Dorsey; "Pointers for Seed Shippers," by Thos. M. Hunter, Chicago; "Reliable Government Crop Reports," by H. S. Grimes, Portsmouth, O.; "Shortages at Terminals," by H. J. Caldwell, Earl Park, Ind.; "Buying Ear Corn by the Hundredweight," by C. A. Bissell, Antwerp, O.; "Avoiding Discounts in Central Markets," by W. H. Chambers, Chicago; "Reducing the Cost of Elevator Insurance," by E. E. Perry, Indianapolis; "Lending Bags to Farmers," by P. E. Goodrich, Winchester, Ind.

G. D. N. A. Accomplishments for 1900-1901.

The sixth meeting of the Grain Dealers National Ass'n, which was the fifth annual meeting, was held in Des Moines, Iowa, Oct. 2-3, 1901. This was the largest and most enthusiastic convention the trade has ever held. Free transportation was granted by most of the grain carrying roads and many of the delegations slept in Pullmans. The C. & N. W. R. R. carried delegates from Chicago to Des Moines and Sioux City in a special train. Each train arriving on the 1st and 2d were met by a large reception committee with a band. Each delegate was presented with a cornstalk cane, his hand baggage thrown into an express wagon and the delegation marched up the street to headquarters at the old Savery Hotel.

The city, the hotel and the convention meeting place—the old Auditorium building—were all decorated with bright festoons, banners and flags. A brass band of twenty pieces ushered the delegates to the meeting hall and favored the large audience with popular airs. All state delegations were seated in groups with a large sign for each state represented. The Chicago Board of Trade delegation occupied the lower tier of boxes, the Kansas City delegation the upper row of boxes. Each delegation tried to outdo the others by the size and brilliance of its delegation badge so that badge traders were attractively decorated. Resolutions of respect for President McKinley, who had just died, and a demand for the banishment of all reds were followed with the first verse of "My Country 'Tis of Thee," which the vast audience rose and sang accompanied by the band. Resolutions of confidence in the new President, Theodore Roosevelt, were also adopted and followed by the orchestra playing the "Star Spangled Banner," Governor Leslie M. Shaw welcomed the delegates to the state. Responses were made by Chas. England of Baltimore; J. C. Robb, Kingfisher, Okla.; R. L. McKellar, Memphis, Tenn.; J. L. McCaull of Minneapolis and S. C. Woolson of Kansas City.

Pres. B. A. Lockwood of Des Moines in pointing out the purposes of the Ass'n stressed arbitration of trade differences, trade rules for the guidance of members, uniform rules for grading grain and accurate weights for shippers' grain in the terminal markets.

Sec'y Charles S. Clark of Chicago reported a membership of over 2,000 dealers. Affiliated members included 143 members from the Texas Ass'n, 121 from Oklahoma, 338 from Kansas, 104 from Southeastern Iowa and Northwest Missouri, 356 from Iowa, 235 from Illinois, 94 from Ohio and as many more from the Southeast Iowa Ass'n. In addition the National Ass'n had organized local divisions in Western Ohio with a membership of 38, Western Indiana with 60, Central Indiana 31, Northeastern Indiana 20, Eastern Indiana 51, and in addition to this, the Ass'n had 97 grain receivers as regular members.

The Treasurer's report showed receipts of $2,313.57 and expenditures of $2,119.10.

A new constitution and by-laws presented by Arthur R. Sawers of Chicago was adopted. This left the selection of the time and place for the next annual meeting to the Board of Directors which was objected to by S. S. Tanner of Illinois, who moved to have the time and place left to the members in attendance. His motion was lost by a vote of 657 ayes to 1,123 nays. In order to appease the losers, Vice-Pres. H. S. Grimes, who was in the chair, suggested that the delegates vote on the time and place as a suggestion to the Directors. This resulted in 100 votes for Milwaukee, 100 for Minneapolis, 269 for Kansas City, 484 for St. Louis, 791 for Memphis. When the Memphis vote was announced, the band struck up "Dixie," and R. L. McKellar was called to the stage.

Following an address by George A. Wells of Des Moines on Arbitration, W. H. Chambers of Chicago, Chairman of the Committee appointed to draw up arbitration rules and regulations, presented its report which was printed by the Daily Grain Dealers Journal and distributed among the delegates immediately. This report was adopted the following morning. Fourteen trade rules were recommended by a committee, of which C. A. Burks was chairman, and adopted.

The evening of the first day, entertainment was given in the Auditorium by volunteers from the delegations sent by Chicago, St. Louis, Kansas City and Des Moines.

Several sessions were opened with pleasing selections by a glee club from the St. Louis Merchants Exchange delegation. The spirit of good fellowship was present at every turn. The enthusiasm of the great number of dealers in attendance gave the association an unrivaled stimulation that aroused more interest in association work than the trade had ever known.

The addresses were of unusual interest to dealers watching for an opportunity to bring about improved business conditions for the grain trade, and every address was attentively listened to by a large audience. In fact 90% of the delegates went to Des Moines to learn what was in store for the grain trade and they were delighted

with every address, because it brought them something new to think about in connection with their own business.

ADDRESSES presented included, "Arbitration," by Geo. A. Wells, Des Moines; "Trade Rules," by C. A. Burks, Decatur, Ill.; "The Grain Trade of the Northwest," by F. H. Peavey of Minneapolis; "The Grain Trades New Century Brotherhood," by J. P. Harrison, Sherman, Tex.; "The Grain Merchant's Conquered Difficulties," by Warren T. McCray, Kentland, Ind.; "Better Government Crop Reports," by H. S. Grimes, Portsmouth, O.; "Weighing Grain in Country and at Terminal Markets," by L. Cortelyou, Muscotah, Kan.; "The Proper Field of Work for the National Ass'n," by G. A. Stibbens, Coburg, Ia.; "An Ode to the Old Freight Car," a poem by John W. Snyder, Baltimore, Md.; "Coopering of Cars and Scale Inspection," by Weighmaster H. A. Foss of Chicago; "Uniform Inspection Rules for Grading Grain," by Chief Inspector John D. Shanahan of Buffalo, N. Y.; "Compilation of Crop and Weather Statistics," by John R. Sage of the Iowa Weather Service, Des Moines.

Resolutions were passed petitioning Congress to tax the bucket shops out of existence and asked that the unonerous war tax be repealed and that the government crop reports be greatly improved.

The election of officers resulted in the selection of the following: Pres., B. A. Lockwood, Des Moines, Ia.; 1st V.-P., Theodore P. Baxter, Taylorville, Ill.; 2d V.-P., H. S. Grimes, Portsmouth, O. Directors: Arthur R. Sawers, Chicago, Ill.; Jay A. King, Nevada, Ia.; D. Hunter, Hamburg, Ia.; L. Cortelyou, Muscotah, Kan.; J. P. Harrison, Sherman, Tex.; F. D. Stevens, Purcell, I. T.; J. A. Carden, Winfield, Ia.; Thomas Costello, Maroa, Ill.; J. W. McCord, Columbus, O.; E. A. Grubbs, Greenville, O.; A. W. Loughry, Monticello, Ind.; J. B. Newman, South Milford, Ind.; C. M. Barlow, Kokomo, Ind.; James Wellington, Anderson, Ind.

G. D. N. A. Accomplishments of 1901-02.

The annual meeting was held at Peoria, Oct. 1 to 3, 1902.

After an investigation by the secretary of conditions in the terminal markets the Ass'n thru its secretary obtained the adoption of a rule by the Illinois State Grain Inspection Department that prohibited unnecessary mutilation of grain doors that had led to loss of shipper's grain. Sec'y Stibbens procured the placing of watchmen in the elevator yards at Hammond, Ind., and Harvey, Ill., to protect grain from theft.

Theo. P. Baxter, Taylorville, Ill.
President, G. D. N. A., 1902-3.

The Ass'n worked with the Merchants Exchange and succeeded in having supervision of weights established at St. Louis elevators.

As a result of the National Ass'n having promoted the organization of the Chief Grain Inspectors National Ass'n the inspectors met at Philadelphia in January, 1902, and approved uniform type samples of 11 grades of grain which were sent to 25 chief inspectors. The grain dealers attending the Peoria convention were told of this accomplishment by John O. Foering of Philadelphia.

TRADE RULES for the safe conduct of business transactions had long been a crying need, and W. N. Eckhardt of Chicago presented the report of the com'ite on trade rules, which had formulated 16 rules to govern sales of grain on track, which were adopted and formed the nucleus for the present 40 well considered rules now in force and effectively establishing the rights of parties to a grain trading contract.

The convention adopted a resolution urging the Kansas City Board of Trade to abrogate its rule forbidding members from joining any grain dealers ass'n. The repeal of this rule enabled the Kansas City receivers to give the National Ass'n their substantial support.

Extensive amendments to the constitution and by-laws were adopted at this meeting, greatly strengthening the organization.

The eight local divisions of the Grain Dealers National Ass'n that had been organized in Indiana were merged during the year into the new Indiana Grain Dealers Ass'n with affiliated membership in the National.

A resolution was adopted urging members to assist the Grain Dealers National Mutual Fire Ins. Co in getting started by giving applications for insurance as soon as possible.

ADDRESSES and papers were delivered on the following topics: "Inspection Department Operating under State Laws should be Placed under Civil Service Rules," by S. W. Yantis, of Buffalo, N. Y. "Mutual Fire Insurance," by C. A. McCotter, Indianapolis, Ind. "Repeal of Duty on Canadian Grain," by J. L. McCaull, Minneapolis, Minn. "Why Receivers Should Support the National," by Warren T. McCray, Kentland, Ind. "State and National Arbitration," by J. A. King, Nevada, Ia. "Uniform Inspection of Grain," by John O. Foering, Philadelphia, Pa. "Grain Corners," by F. O. Paddock, Toledo, O. "Hedging against Cash Grain," by Homer H. Peters, Chicago. "Why Track Bidders should Confine their Purchases to Regular Grain Dealers," by W. S. Washer, Atchison, Kan. "Improved Weighing Methods at Terminals," by Wm. B. Harrison, St. Louis, Mo. "Rules Governing Sales of Track Grain," by W. N. Eckhardt, Chicago.

Officers of the Ass'n for the year 1902-03 were Theo. P. Baxter, Taylorville, Ill., pres.; H. S. Grimes, Portsmouth, O., 1st v.p.; H. H. Peters, Chicago, 2d v.p.; Geo. A. Stibbens, Chicago, sec'y; directors, Thos. Costello, Maroa, Ill.; J. W. McCord, Columbus, O.; J. L. McCaull, Minneapolis, Minn.; L. Cortelyou, Muscotah, Kan.; Jay A. King, Nevada, Ia.; D. Hunter, Hamburg, Ia.; James Wellington, Anderson, Ind.; J. P. Harrison, Sherman, Tex., and J. C. Robb, Kingfisher, Okla.

At this time the membership stood at 2,003 affiliated and 186 direct. Receipts for the year were $4,551.72, and disbursements $4,112.60.

G. D. N. A. Accomplishments of 1902-03.

At the annual convention held in Minneapolis, Oct. 6 to 8, 1903, 1st Vice Pres. H. S. Grimes of Portsmouth, O., presided.

Arbitration gained in popularity, 9 cases having been decided during the year.

The secretary took up with the general superintendents of the railroads the matter of improved grain car equipment, which action led up to the present practice of carriers coopering cars until they are fit for grain loading.

The secretary took up with the terminal markets the practice of docking weights, which he ascertained had become a custom. At Chicago 40 pounds was taken from the weight in the car, at Baltimore, 50 lbs.; Minneapolis, 30; Cincinnati, 50 to 150; St. Louis, 3 per 1,000; Philadelphia, 50 lbs. per 1,000 bus.; Kansas City, 100 lbs. per car; Peoria, 50 lbs.

The secretary, aided by the secretaries of the state ass'ns, after a conference with the Kansas City Board of Trade obtained a modification of its rule on reinspection.

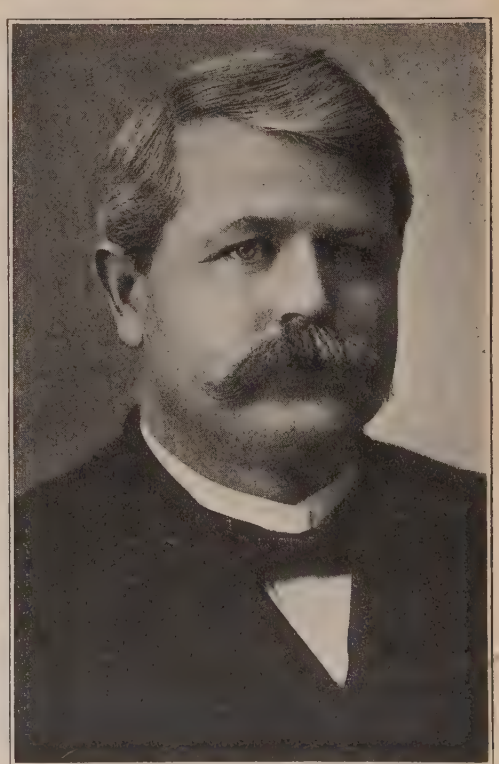
Progress in obtaining supervision of weighing was made evident by Col. C. T. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n who reported to the convention.

The improvement resulting from the work of the National Ass'n in this field was indicated by Mr. Kirwan addressing the convention. He said "It is manifest that in the last two years especially there has been a very great improvement in terminal weights. The whole trade has been awakened to the necessity of having such supervision as will guarantee absolute correctness."

The com'ite on Trade Rules thru C. A. Burks recommended the addition of 5 new rules.

ADDRESSES and papers were delivered on the following topics: "Reciprocity with Canada," by T. M. Knappen, Minneapolis, Minn. "Accurate Methods of Grain Grading," by C. S. Scofield, Washington, D. C. "Interstate Commerce Law Amendments," by E. P. Bacon, Milwaukee, Wis. "Improvement of Grain," by M. A. Carleton, Washington, D. C. "Public Supervision of Weights," by W. T. McCray, Kentland, Ind. "Grain Car Equipment," by F. A. Delano, gen. mgr. C. B. & Q. R. R. Co. "Grain Inspection Departments," by Chas. England, Baltimore, Md. "Relation of Shipper to Receiver," by C. B. Jenkins, Marion, O.

Officers for the year 1903-04 were Pres. H. S. Grimes, Portsmouth, O.; 1st v.p., John W. Snyder, Baltimore; 2d. v.p., L. Cortelyou, Muscotah, Kan.; directors, I. P. Rumsey, Chicago; C. B. Jenkins, Marion, O.; J. A. King, Nevada, Ia.; H. E. Halliday, Cairo, Ill.; A. E. Reynolds, Crawfordsville, Ind.; F. P. Lint, Atchison, Kan.; J. C. Robb, Kingfisher, Okla.; Thos.



H. S. Grimes, Portsmouth, O.,
President, G. D. N. A., 1903-4.

Torrison, Manitowoc, Wis.; C. E. Patterson, Battle Creek, Mich.; D. Hunter, Hamburg, Ia.; G. J. Gibbs, Clifton, Tex.; M. F. Swanston, Michigan, N. D., and A. F. Brenner, Minneapolis.

The disbursements of the Ass'n for the year were $4,624.21, leaving $927.29 cash on hand.

The membership had increased to 2,285 affiliated and 255 direct.

G. D. N. A. Accomplishments of 1903-04.

The annual meeting was held at Milwaukee, Wis., June 22, 24, 1904.

Secretary Stibbens had been working with the different railroad companies to abandon the duplicate sealing system, and obtained action by several of the railroads looking toward the installation of consecutively numbered seals.

The directors held a special meeting at Chicago, Dec. 1 and 2, where the secretary was instructed to secure copies of as many claims as possible relative to delayed shipments, and an opinion was obtained from an attorney on the responsibility of the carriers for delay.

The members of the Advisory Com'ite, Geo. A. Wells, chairman, during the year visited the grain markets, going thru elevators from top to bottom and making a general investigation as to weighing facilities. During the year the com'ite was gratified by success in having supervision of weighing inaugurated at Kansas City, St. Louis, New Orleans and Memphis. A resolution offered by the advisory com'ite suggesting that the state ass'ns employ a scale expert on the co-operative plan to inspect systematically the scales of country shippers was followed by action on the part of some of the leading ass'ns. The com'ite again attacked the carload dockage of 30 to 100 lbs. taken from shippers at six markets, and went sharply after grain commission merchants who bot in consigned grain for their own account.

The grain car equipment com'ite of the Ass'n, H. A. Foss, chairman, secured a meeting on Apr. 11 with the General Superintendents Ass'n representing the railways, as the result of which the superintendents began the practice of thoroly inspecting cars for grain loading and remedying any defects discovered. One road went to considerable expense to reinforce its steel underframed cars to prevent bulging.

The Trade Rules Com'ite recommended four additional rules which were adopted.

At the special meeting of the directors in December, 1903, a com'ite of three was named to revise the by-laws and constitution, and at the convention a report was brot in by Chairman King containing a redraft, which was adopted.

ADDRESSES and papers were delivered on the following topics: "Commercial Integrity," by G. D. Goff, Milwaukee; "Congressional Work," by John B. Daish, Washington, D. C.; "Progress of Interstate Commerce Legislation," by E. P. Bacon, Milwaukee.

The Buffalo Grain Dealers Ass'n and the New England Grain Dealers Ass'n became affiliated during the year, leaving only one state ass'n, that of Nebraska, outside of the National. The membership roster increased during the year to 3,164, consisting of 308 brokers and receivers and 2,856 affiliated.

Officers for 1904-05 were: Pres., R. B. Schneider, Fremont, Neb.; 1st v.p., L. Cortelyou, Muscotah, Kan.; 2d v.p., Daniel P. Byrne, St. Louis; directors, Henry L. Goemann, Toledo, H. S. Grimes, Portsmouth, O.; A. E. Reynolds, Crawfordsville, Ind.; S. S. Tanner, Minier, Ill.; Jay A. King, Nevada, Ia.; D. Hunter, Hamburg, Ia.; W. S. Washer, Atchison, Kan.; A. F. Brenner, Minneapolis; J. C. Robb, Kingfisher, Oklahoma; W. E. Shelden, Jackson, Mich.; T. E. Torrison, Manitowoc, Wis.; M. F. Swanston, Michigan, N. D.; T. J. Stofer, Buffalo, N. Y., and Geo. F. Reed, Boston.

During the period Oct. 1, 1903, to June 20, 1904, the receipts and disbursements balanced at $4,960.45, and the balance on hand fell from $927.29 to only $122.50 cash.

R. B. Schneider, Fremont, Neb., President, G. D. N. A., 1904-5.

G. D. N. A. Annals of 1904-05.

The annual meeting was held at Niagara Falls, N. Y., June 2 and 3, 1905.

Affairs of the organization were at a low ebb. Henry L. Goemann told the few present, "The Ass'n is not an organization in reality. It exists only in name. We have no money. The Iowa Ass'n has withdrawn, the Illinois Ass'n refuses to pay." A. E. Reynolds said: "The National Ass'n is facing a crisis. The trade needs a National Ass'n. The improvements effected in the trade during the last few years by the National Ass'n have been marvelous. We can not do without it. I stand for a National Ass'n."

F. P. Lint said, "I would be one of 50 to loan the Ass'n $50 each so that it may have funds to run."

Voluntary subscriptions of this and larger amounts were advanced by individuals present to keep the Ass'n on its feet.

Neither the pres., 1st or 2d vice prests. being in attendance, D. Hunter of Hamburg, Ia., was elected chairman of the meeting.

The proceedings consisted of com'ite reports: A. E. Schuyler, Chicago, on "Car Equipment"; J. L. McCaull, Minneapolis, on "Grain Improvements"; C. A. Burks, Decatur, Ill., on "Trade Rules."

Officers for the year 1905-06 were: Pres., M. F. Dunlap, O'Fallon, Mo.; 1st v.p., Chas. England, Baltimore, 2d v.p., Fred Mayer, Toledo, O.; directors, Henry L. Goemann, Toledo; J. W. McCord, Columbus, O.; G. A. Stibbens, Prescott, Ia.; A. E. Reynolds, Crawfordsville, Ind.

The total membership had dropped to 1,239.

G. D. N. A. Annals of 1905-06.

The annual meeting was held at Chicago, June 4, 5, 1906.

For the executive com'ite Harry L. Goemann reported "The Ass'n is still in existence and is a pretty live corpse. A subscription was taken at the Niagara Falls meeting asking members to lend $2,500 to the Ass'n, to be repaid from the annual dues."

Mr. Goemann took over the work of the secretary's office and removed the office from Chicago to Toledo, where it has since remained. During the year the executive com'ite employed John F. Courcier as sec'y.

ADDRESSES were delivered by E. P. Bacon of Milwaukee on the "Railroad Regulation Law"; by E. L. Rogers, Philadelphia, on "Should Uniform Grading of Grain be under Governmental Control?"; by C. A. McCotter of Indianapolis, on "Mutual Fire Insurance."

Officers for the year 1906-07 were: Pres., H. L. Goemann, Toledo; 1st v.p., Chas. England, Baltimore; 2d v.p., W. S. Washer, Atchison, Kan.; directors, A. E. Reynolds, Crawfordsville, Ind.; J. W. McCord, Columbus, O.; H. I. Baldwin, Decatur, Ill.; G. L. Graham, St. Louis, Mo.; Arthur R. Sawers, Chicago; D. Hunter, Hamburg, Ia.; L. A. Morey, New York; C. D. Jones, Memphis, Tenn.; W. C. Goffe, Kansas City; Buran House, Oklahoma City.

Seven of the affiliated ass'ns withdrew during the year, leaving only four, and the membership dropped from 1,064 to 935.

Receipts for the year from all sources were $5,314.56, and disbursements, $4,398.01; balance on hand, $916.55.

G. D. N. A. Annals of 1906-07.

The annual meeting was held at Cincinnati, O., Oct. 2 and 3, 1907. Chas. England presided, Mr. Goemann having resigned the office of president on Feb. 11.

The Ass'n worked out a uniform confirmation blank thru the efforts of J. M. Dennis, of Baltimore, chairman of the uniform blank com'ite.

ADDRESSES were delivered by Geo. F. Reed on "Uniform Grading;" Senator J. B. Foraker of Ohio on "Railroad Legislation;" Wm. Ingle, banker of Baltimore, on "Bs/L, Their Use in Commerce and Banking;" Martin A. Knapp, chairman Interstate Commerce Commission on "Regulation of Railroads;" A. E. Schuyler on "Solution of the Shortage Problem."

Officers elected for 1907-08 were: Pres., A. E. Reynolds, Crawfordsville, Ind.; 1st v.p., A. G. Tyng, Peoria, Ill.; 2d v.p., Jas. L. King, Philadelphia, Pa.; directors, W. S. Washer,

M. F. Dunlap, O'Fallon, Mo., President, G. D. N. A., 1905-6.

Atchison, Kan.; D. Rothchild, Davenport, Iowa; L. A. Morey, New York City; Chas. D. Jones, Memphis, Tenn.; Buran House, Oklahoma City, Okla.; P. E. Goodrich, Winchester, Ind.; A. C. Gale, Cincinnati, O.; H. L. Goemann, Toledo, O.; H. H. Bingham, Louisville, Ky.; Arthur Sawers, Chicago, Ill.; E. M. Wayne, Delavan, Ill.; Dan Joseph, Columbus, Ga.; holding over, A. E. Reynolds; J. W. McCord, Columbus, O.; H. I. Baldwin, Decatur, Ill.; G. L. Graham, St. Louis, Mo.

The membership increased to 1,510. From direct membership dues there was received $4,835.50, and from affiliated membership dues $1,371. After meeting a $4,000 salary expense and $1,000 office outlay there remained cash on hand, $1,451.77.

G. D. N. A. Annals of 1907-8.

The 13th annual meeting was held Oct. 6 to 8 at Indianapolis, Ind., Pres. Reynolds saying in his opening address: At the time this Ass'n came into being it found the grain trade in a chaotic condition; trade rules were unknown; weighing systems void of the elements of honesty, arbitration unheard of.

W. N. Eckhardt, Chicago, Ill., spoke with gratification as chairman of the Com'ite on Uniform Grades, of the adoption of the Grain Dealers National Ass'n uniform grade rules by Toledo, Cincinnati, Peoria, Buffalo, Detroit, Albany, St. Louis, Cleveland, Mansfield, Atlanta, three state grain dealers ass'ns and three millers' ass'ns.

At this meeting some minor changes were made in the grade rules that had been adopted at the preceding St. Louis convention.

Margins on cash grain were favored at this meeting, and on motion by A. G. Tyng of Peoria a special com'ite of three was appointed to confer with the exchanges on margins on cash grain for deferred delivery.

L. A. Morey of New York told the convention as chairman of the Com'ite on Natural Shrinkage that "As practical grain men our experience has taught us that grain accurately weighed and properly safeguarded during transportation should have no shrinkage whatever."

A com'ite of three was appointed to safeguard the interests of the grain trade in the question of railroad deductions for so-called shrinkage.

On motion of E. W. Seeds a com'ite of three was appointed to represent the Ass'n at a demurrage hearing at Washington to do away with the carriers' habit of delivering cars in a bunch, and as an outcome we now have the average agreement protecting receivers from bunching.

C. S. Bash, Ft. Wayne, chairman of the Transportation Com'ite, urged the importance of the Ass'n adopting a resolution endorsing the average demurrage rule to be made a part of any code adopted by the Interstate Commerce Commission.

Organization of a federation of grain exchanges was favored by resolution, and this eventuated later in the formation of what was known as the Council of Grain Exchanges.

ADDRESSES were delivered on "Legislation in Absence of Business Rules," by Senator Beveridge; "Uniform B/L," by Chas. England; "Uniform B/L from a Banker's Standpoint," by Jas. W. Sale; "Margins on Sales and Purchases of Cash Grain," by Henry L. Goemann; "The Proposed Uniform Demurrage Rules," by John H. Marble, attorney of the Interstate Commerce Commission; "Advantages of Ass'n Co-operation," by H. W. Robinson, pres. of the National Hay Ass'n; "The Federation of Grain Exchanges and the National Ass'n," by Geo. A. Wells.

Officers elected for the ensuing year were: Pres., A. G. Tyng, Peoria; 1st v. p., Jas. L. King, Philadelphia; 2d v. p., E. W. Seeds, Columbus, O.; directors, L. A. Morey, New York; Chas. D. Jones, Nashville, Tenn.; A. B. Bleidt, Lexington, Ky.; E. L. Bowen, Des Moines, Ia., and John R. Marfield, Minneapolis, Minn.

The election of the officers for the ensuing year marked the passing of the administration of the affairs of the Ass'n from the hands of the country shippers to those of the terminal market dealers, being accompanied by an increase in the number of direct memberships from 326 to 393 in two years, while the affiliated membership of country shippers remained practically the same, the direct memberships contributing in cash over six times the amount derived from the country shippers.

Receipts, including the balance of $1,841.90 from last year, were $8,965.90, and after disbursements there was left a balance on hand of $1,758.90. The total membership was 1,424.

G. D. N. A. Annals of 1909-10.

The 14th annual convention was held Oct. 10 to 12 in Chicago, Ill.

Uniformity in grain grading had been the topic of active interest during the year, the desirability of this reform being indicated by the adoption of the National Ass'n uniform grading rules by 39 grain markets, trade organizations and state inspection departments; and by the activity of politicians like Senator McCumber in pressing grain inspection laws in Congress. By appearing before com'ites of Congress the Legislative Com'ite was able to prevent the enactment of legislation completely federalizing grain inspection.

The Ass'n as reported by Chas. England to the convention got behind the bill for a uniform B/L that united business organizations had vainly been pushing, and was instrumental in getting the measure thru Congress later.

The Uniform Grades Com'ite, W. N. Eckhardt, chairman, reported substantial progress; and E. H. Culver told the convention "We were nine years, from B. A. Lockwood's presidency down, in getting thru our uniform grade rules to stop Congressional legislation. For five years I worked on these rules and put in my spare time."

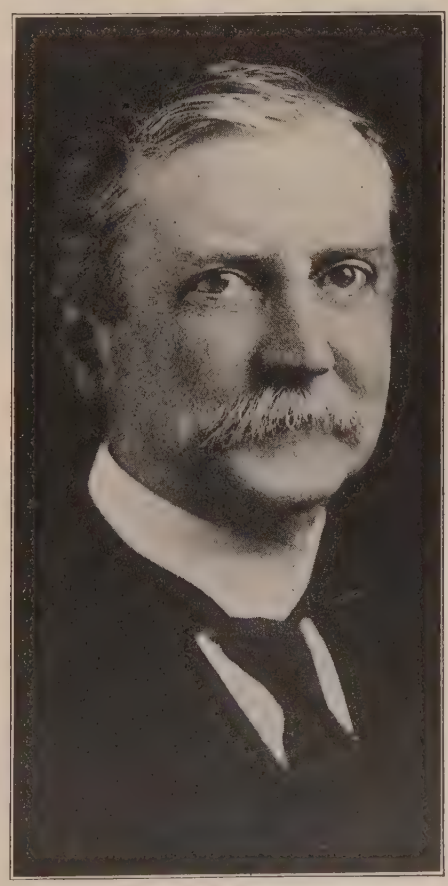
At this meeting the Trade Rules were again completely amended and their number increased to 36, as reported by J. J. Stream, Chicago, chairman of the com'ite.

Delay in transmitting messages by wire was for the first time effectively attacked during the year by Edward Beatty, New York, chairman of the Ass'n's com'ite on Telephone and Telegraph, who went after the Western Union and Postal and supported Congressman Wm. J. Cary in his attempts to enact a time filing bill, the effect of which would have been to make delays by the wire companies a matter of record and known to recipients of telegrams.

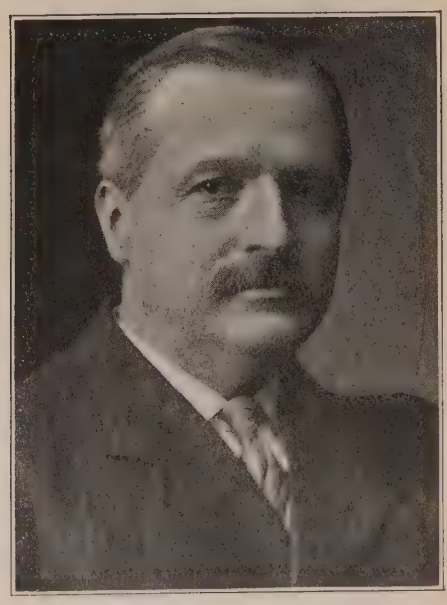
ADDRESSES were delivered by J. Collin Vincent, Baltimore, on "Foreign Grain Competition"; and by J. C. Lincoln, St. Louis, on "The Act to Regulate Commerce."

Officers elected for the ensuing year were: Pres., E. M. Wayne, Delavan, Ill.; 1st v.p., Ely Bernays, New York; 2d v.p., E. E. Elliott, Muncie, Ind.; directors, J. W. McCord, Columbus, O.; J. J. Stream, Chicago; H. I. Baldwin, Decatur, Ill.; Geo. F. Powell, St. Louis,

Henry L. Goemann, Mansfield, O.
President, G. D. N. A., 1906-7.



Chas. England, Baltimore, Md.
President, G. D. N. A., 1907.



A. E. Reynolds, Crawfordsville, Ind.
President, G. D. N. A., 1907-9.

Mo.; T. A. Morrisson, Kokomo, Ind.; Nesbit Grammer, Buffalo, N. Y.; John D. Baker, Jacksonville, Fla.; W. J. Hollingsworth, Augusta, Ga.; A. F. Leonhardt, New Orleans, La.; W. C. Goffe, Kansas City, Mo., and G. J. Boney, Wilmington, N. C.

The salary of the secretary was increased and the employment of Chas. B. Riley of Rushville, Ind., as traveling representative of the Ass'n, was authorized by the new board of directors.

Direct memberships showed a remarkable gain of 135 net during the year, to a total of 528, while the affiliated membership was unchanged at 1,031, total 1,559, reflecting the swing of balance of power in the Ass'n to the terminal market dealers.

Receipts from all sources were $10,528, and the disbursements left $1,557.65 on hand.

G. D. N. A. Annals of 1910-11.

The 15th annual meeting was held Oct. 9-11 at Omaha, Neb.

Pres. E. M. Wayne, in his annual address, urged a campaign to increase the membership among the ranks of the country shippers. He also asked the Ass'n to recommend an equitable adjustment of the question of interest on advances made on shipments to govern congestion in the yards when the car can not be spotted at the elevator.

Charles B. Riley, sec'y Indiana Ass'n, offered an amendment to the trade rules which would require the receiver at the terminal market to notify the shipper promptly by wire how the grain grades.

A. G. Tyng made the cheering announcement that the railroads are now willing to pay for the burlap in coopering cars.

Resolutions asked for elimination of bids for "or better" since such offers by terminal markets had a tendency to deprive the seller of his proper rights should the shipment be of higher grade. W. N. Eckhardt was chairman of the resolutions com'ite.

The Ass'n adopted a resolution offered by A. E. Reynolds reaffirming its opposition to federal inspection and denying press reports to the contrary. The com'ite on inspection rules, John M. Dennis, chairman, reported the Ass'n rules in use in 19 markets and state inspection departments.

W. M. Bell, chairman of the com'ite on natural shrinkage, reported little progress against the attitude of the railroads in disobeying the regulations of the I. C. C.

A resolution by Mr. Bell asking representation on a national com'ite on railroad claims for the Ass'n brot discussion of the seriousness of the problem and the transportation com'ite was given power to act.

ADDRESSES were delivered by Howard H. Gross on "Need For Better Agriculture"; by A. Mennel on "Buying and Selling by Cwt"; Senator Hitchcock on "Government Regulation of Business"; and by A. S. Hibbard on "Telephone Rates and Service."

Officers elected for 1911-12 were: Pres., E. M. Wayne, Delavan, Ill.; 1st v. p., Walter Kirwan, Baltimore, Md.; 2d v. p., Frank S. Cowgill, Omaha, Neb. Directors for two years: L. W. Forbell, New York; Chas. D. Jones, Nashville, Tenn.; W. M. Bell, Milwaukee, Wis.; James L. King, Philadelphia; John R. Marfield, Minneapolis; A. F. Leonhardt, New Orleans; W. C. Goffe, Kansas City, and G. J. Boney, Wilmington, N. C.

The membership stood at 1,607. Receipts were $11,251.80 and the balance on hand was $1,020.11.

Annals of 1911-12.

The 16th annual meeting of the Ass'n for the first time was held far East on the Atlantic seaboard at Norfolk, Va., Oct. 1 to 3, 1912, for which reason the attendance was smaller than for several years.

Instead of the work of the Ass'n being done on the floor of the convention, com'ites brought in reports and these were condensed for action in resolutions prepared by the Com'ite on Resolutions of which Jas. L. King of Philadelphia was chairman. The Ass'n renewed its declaration of opposition to federal inspection and favored supervision and enforcement of the uniform standards proposed by the Dept. of Agriculture; favored the appointment by the Ass'n of a grading appeals com'ite; endorsed the Cary Time Filing Bill for telegrams; and recommended that the directors work out a code of procedure for voting by affiliated ass'ns.

The only real work of the convention itself revolved about the report of the Uniform Grades Com'ite of which John M. Dennis of Baltimore was chairman, the grading of corn being the bone of contention.

Entertainment rather than business came to the fore during this meeting, with a trip by train to Virginia Beach for an oyster roast, a change in the character of the meetings that became more pronounced in later years.

ADDRESSES were delivered by L. E. Johnson, pres. of the Norfolk & Western, on "Railroad Building, Service and Revenues"; by John G. McHugh, Minneapolis, on "Reasons Why the Farmer Should Be Opposed to Anti-Future Legislation," and by E. J. Watson of South Carolina on "The Acidity Test."

Officers elected were: Pres., Chas. D. Jones, Nashville, Tenn.; 1st v. p., E. P. Peck, Omaha, Neb.; 2d v. p., Geo. F. Powell, St. Louis, Mo.; directors: T. A. Morrisson, Kokomo, Ind.; J. W. McCord, Columbus, O.; H. I. Baldwin, Decatur, Ill.; J. J. Stream, Chicago; J. H. Cofer, Norfolk, Va.; B. A. Lockwood, Des Moines, Ia.; John B. Baker, Jacksonville, Fla.; W. J. Hollingsworth, Augusta, Ga.; and A. C. Gale, Cincinnati, O.

The membership stood at 1,985. The receipts from all sources were $22,836.08 and the balance on hand remaining after expenditures was $4,270.24.

G. D. N. A. Annals of 1912-13.

Two meetings of the Ass'n were held in 1913, the regular 17th annual convention at New Orleans, La., Oct. 14–16, and a special meeting at Chicago, Ill., Dec. 8.

The attendance at the 17th annual meeting was small when Pres. Chas. D. Jones called the first session to order in New Orleans.

As at the preceding meeting at Norfolk, the delegates did little work on the floor of the convention, but contented themselves with placing their approval on com'ite reports; and the resolutions adopted covered only the proposed federal grades, which were approved.

On account of the heavy expense of com'ite work at Washington, Chairman Reynolds of the Legislative Com'ite asked that ample funds be provided, and referred to the appeal by the directors to the trade for $10,000 for legislative purposes.

ADDRESSES were delivered on "Grades," by Dr. J. W. T. Duvel, chief of the Buro of Grain Standardization of the U. S. Dept. of Agriculture; "Percentage Grading System," by Geo. W. Cole, Bushnell, Ill.; "The Uniform B/L." by C. A. Magnuson, Minneapolis, Minn.; "The Real Relation Between the Shipper and the Carrier," by S. W. Strong, Urbana, Ill., sec'y Illinois Grain Dealers Ass'n; "Illinois Against Federal Inspection," by J. C. F. Merrill, sec'y Chicago Board of Trade.

Officers elected for the ensuing year were: Pres., Chas. D. Jones, Nashville, Tenn.; 1st v. p., Lee G. Metcalf, Illiopolis, Ill.; 2nd v. p., John L. Messmore, St. Louis, Mo.; directors, C. A. Magnuson, Minneapolis, Minn.; A. F. Leonhardt, New Orleans, La.; C. W. Lonsdale, Kansas City, Mo.; Jas. L. King, Philadelphia, Pa.; L. W. Forbell, New York, N. Y.; W. M. Bell, Milwaukee, Wis.; H. H. Bingham, Louisville, Ky.; E. P. Peck, Omaha, Neb.

Total receipts during the year had grown to $26,307.23 and the disbursements to $22,956.37. The total membership was 2,500.

The Dec. 8 meeting at Chicago considered federal supervision of grain grading to determine what ought to be done by the Legislative Com'ite. The consensus of opinion was in favor of the supervision system, and later this was enacted into law by Congress.

A. G. Tyng, Peoria, Ill.,
President, G. D. N. A., 1909–10.

E. M. Wayne, Delavan, Ill.,
President, G. D. N. A., 1910–12.

Chas. D. Jones, Nashville, Tenn.,
President, G. D. N. A., 1912–14.

G. D. N. A. Annals of 1913-14

The 18th annual meeting of the Ass'n was held Oct. 12 to 14, 1914, at Kansas City, Mo., with nearly 200 dealers present when the meeting was called to order by Pres. Chas. D. Jones of Nashville, Tenn.

Very little work was done on the floor of the convention, aside from a discussion of the new federal rules for grading corn.

J. W. McCord, Columbus, O., chairman of the Executive Com'ite, offered an amendment to the constitution increasing the directors from 16 to 20, and the motion carried.

A. E. Reynolds, Crawfordsville, Ind., chairman of the Legislative Com'ite, reported on the support given the grain grades act and the Pomerene B/L measure.

Fred Mayer, Toledo, O., chairman of the Com'ite on Telefone and Telegraf, commended legislation compelling telegraf companies to put the time received on messages and protecting the contents of messages from willful disclosure.

W. S. Washer, chairman of the Membership Com'ite, commended T. G. Moore and C. A. Magnuson, Minneapolis, Minn., for their successful efforts in securing new members.

Elmer Hutchinson, Arlington, Ind., of the Arbitration Com'ite, discussed the elements of 12 decisions handed down.

A. G. Tyng reported on trade rules. A number of changes were made and the rules then were considered near perfection.

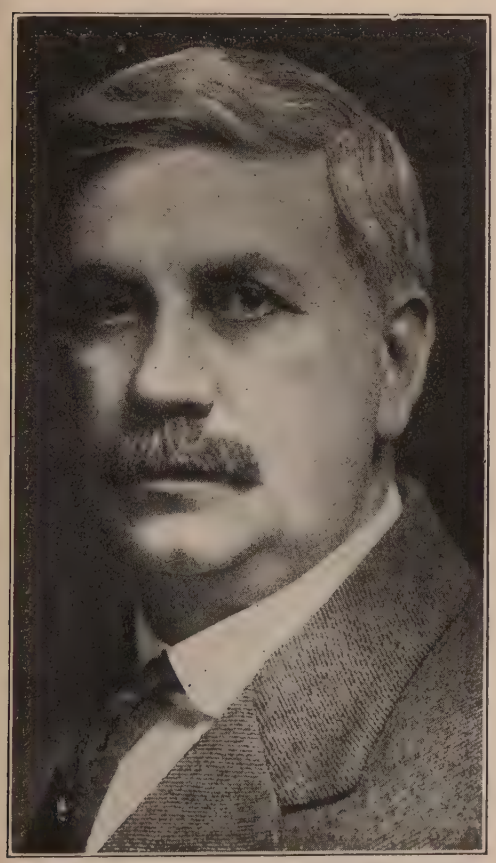
Geo. A. Wells, chairman of the Advisory Com'ite, presented a compilation of the rules of the various exchanges and terminal markets.

C. A. Brown, Minneapolis, Minn., reported a general disposition on the part of the trade to accept the government grades in good faith.

ADDRESSES were delivered on "The Interstate Commerce Commission and the Carriers," by John H. Atwood, Kansas City, Mo.; "Points for Consideration in the Application of the Federal Corn Grades," by Dr. J. W. T. Duvel, U. S. Dept. of Agriculture; "The B/L from the Banker's Standpoint," by A. C. Jobes, Kansas City banker; "The Tendency of Present Day Legislation," Gen. L. C. Boyle, former attorney-general of Kansas.

Officers elected for the ensuing year were: Pres., Lee G. Metcalf, Illiopolis, Ill.; 1st v. p., John L. Messmore, St. Louis; 2d v. p., E. C. Eikenberry, Camden, O.; directors for 2 years: J. W. McCord, Columbus, O.; H. I. Baldwin, Decatur, Ill.; T. A. Morrisson, Kokomo, Ind.; J. J. Stream, Chicago; J. D. Baker, Jacksonville, Fla.; J. H. Cofer, Norfolk, Va.; A. H. Bennett, Topeka, Kan.; D. F. Milligan, Jefferson, Ia.; T. G. Moore, Fort Worth, Tex.; for one year: A. A. Alley, Mercer, Mo., and H. E. Boney, Wilmington, N. C.

The membership stood at 849 direct and 1,113 affiliated. Receipts totaled $29,884.17 and the cash on hand $10,089.41.



Lee G. Metcalf, Illiopolis, Ill., President, G. D. N. A., 1914-16.

G. D. N. A. Annals of 1914-15.

The 19th annual meeting of the Grain Dealers National Ass'n was held Oct. 11 to 13, 1915, at Peoria, Ill., which city in 1929 for the third time extends its hospitality to the grain men of the nation.

Altho at the opening of the session only 375 were present, before the close of the meeting over 900 had registered.

Entertainment and visiting were given their allotment of time, the three days including only five business sessions, all of which were better attended than in preceding years.

The report by the Trade Rules Com'ite, J. W. Radford, chairman, brought a discussion on the advisability of defining the first half of the month shipment, and the number of bushels that should constitute a carload.

Bert A. Boyd's report as chairman was that the Com'ite on Uniform Grades had subsided into watchful waiting.

Having persuaded the Western Union to place the filing time on messages, the Ass'n by resolution commended its spirit of co-operation and asked the com'ite on telegraf and telefone to use its best efforts on the Postal Telegraf Co. for similar service.

The Com'ite on Natural Shrinkage laid down on its job and asked to be discharged.

A resolution was adopted urging members to use all means to obtain the enactment of the Pomerene B/L bill commended in A. E. Reynolds' report of the Legislative Com'ite. His com'ite during the year had done effective work with the Buro of Chemistry at Washington in resisting the bureaucratic attempts to prevent the purification of oats by sulphur.

This meeting was the first to be attended by the secretaries of the leading exchanges, nine of whom held a little meeting of their own.

ADDRESSES were delivered on the following topics: "The Standardization of Grades for Wheat and Oats," by Dr. J. W. T. Duvel, U. S. Dept. of Agriculture; "The Grain Grades Act," by Congressman Moss of Indiana; "Limit of Business Regulation by the Government," by Senator L. Y. Sherman; "Earning Money for the Farmer and Grain Dealer by Increasing the Yield Per Acre of Corn," by Prof. G. I. Christie, Purdue University, Lafayette, Ind.; "Problems in Grain Marketing," by Prof. Geo. Livingston, U. S. Dept. of Agriculture; "Agriculture in Argentina," by Laurel T. Duvel, U. S. Dept. of Agriculture; and "The Moss Bill v. Exports," by L. G. Graff, pres. Philadelphia Commercial Exchange.

The officers elected for the ensuing year were: Pres., Lee G. Metcalf, Illiopolis, Ill.; 1st v. p., J. L. Messmore, St. Louis, Mo.; 2d v. p., E. C. Eikenberry, Camden, O.; directors for 2 years, Dan Joseph, Columbus, Ga.; J. L. King, Philadelphia; P. P. Donahue, Milwaukee, Wis.; L. W. Forbell, New York; E. P. Peck, Omaha, Neb.; A. F. Owen, Minneapolis, Minn.; J. E. Rahm, Kansas City, Mo.; Jos. Wade, Memphis, Tenn.; W. W. Pollock, Mexico, Mo., and H. E. Boney, Wilmington, N. C.

The membership stood at 2,341, a net gain of 132 direct and associate members and 554 affiliated members, including the affiliation of the Texas State Ass'n with an enrollment of over 200. Total receipts were $32,495.64 and balance on hand $12,363.96.

G. D. N. A. Annals of 1915-16.

The 20th annual meeting of the Ass'n was held at Baltimore, Md., Sept. 25 to 27, 1916, with an attendance breaking all records except that of the second convention at Des Moines.

A special feature of this meeting was an address by President Woodrow Wilson.

The work of the Arbitration Com'ite was very heavy during the year, there being 87 new or pending cases.

One achievement of the Ass'n during the year was the passage of the Pomerene B/L Act.

Chairman Goemann of the Transportation Com'ite went before the Central Freight Ass'n at Chicago and obtained a postponement of the proposed minimum carload weights, and later with the co-operation of J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, agreed with the carriers upon a satisfactory schedule of minimum weights.

The Advisory Com'ite held a meeting at Chicago June 28 where the trade rules of the different grain exchanges were considered, leading to the employment later of V. E. Butler to make a tabulation of the different rules.

The forecast by A. E. Reynolds, chairman of the Legislative Com'ite that the warehouse bill just then enacted, would not be put into general use by the grain trade, was borne out by subsequent developments.

ADDRESSES on the following topics were delivered: "Administering the New Grades," by C. J. Brand, chief, Office of Markets and Rural Organization, Dep't of Agriculture; "Application of the Grain Standards Act," by Dr. J. W. T. Duvel, in charge of grain standardization, Dep't of Agriculture; "The Commission and Its Work," by Hon. Judson C. Clements, member of the Interstate Commerce Commission, Washington, D. C.

Officers elected for the ensuing year were: Pres., E. C. Eikenberry, Camden, O.; 1st v. p., T. G. Moore, Ft. Worth, Tex.; 2nd v. p., J. D. Baker, Jacksonville, Fla.; directors for two years: J. W. McCord, Columbus, O.; H. I. Baldwin, Decatur, Ill.; T. A. Morrisson, Kokomo, Ind.; J. J. Stream, Chicago, Ill.; W. T. Hale, Jr., Nashville, Tenn.; J. H. Cofer, Norfolk, Va.; A. L. Scott, Pittsburg, Kan.; S. W. Wilder, Cedar Rapids, Ia.; E. W. Crouch, McGregor, Tex.; H. T. Burns, Buffalo, N. Y.; D. J. Donahoe, Ponca City, Okla. Ten directors were carried over.

Total receipts during the year were $37,719.01, and the disbursements were $22,888.71, leaving a balance of $14,830.30. The total membership was 3,624, of which 1,053 were direct and 2,571 affiliated.

G. D. N. A. Annals of 1916-17.

The 21st annual meeting of the Grain Dealers National Ass'n was held Sept. 24 to 26, 1917, at Buffalo, N. Y.

The proceedings were largely occupied with the problems growing out of war control of industry and the relations of the grain trade to the U. S. Food Administration Grain Corporation, the president of which, Julius H. Barnes, fortunately himself a grain dealer, was in attendance, to deliver an address, following which he gave answers to all questions asked.

A trade rule was adopted making confirmations sent by a broker binding on the principals, if a principal fails to send a confirmation to the other party.

A resolution was adopted urging Congress to amend the B/L law so as to guarantee to the shipper a clean B/L, and another that a com'ite of the Ass'n be appointed to confer with the Food Administration from time to time.

The Booster Com'ite, named to get new members, made a remarkable record during the year, having obtained 231 new members, altho it was supposed the 233 obtained the preceding year had reduced the available prospects to 150, the goal set by Pres. Eikenberry.

ADDRESSES were delivered on the following topics: "Canadian Grain Control," by Sir George E. Foster, minister of trade and commerce of Canada, and "The Government Standards of Wheat" by Dr. J. W. T. Duvel, U. S. Dep't of Agriculture.

Officers elected for the ensuing year were: Pres., E. C. Eikenberry, Camden, O.; 1st v. p., T. G. Moore, Fort Worth, Tex.; 2nd v. p., John D. Baker, Jacksonville, Fla.; Directors: P. P. Donahue, Milwaukee, Wis.; James Simpson, New York City; Wm. M. Richardson, Philadelphia, Pa.; Wm. Dalrymple, Minneapolis;

E. C. Eikenberry, Camden, O., President, G. D. N. A., 1916–18.

Geo. A. Aylsworth, Kansas City, Mo.; J. H. Bussee, Athens, Ga.; J. S. Waterman, New Orleans, La.; A. S. MacDonald, Boston; W. W. Pollock, Mexico, Mo., and C. D. Sturtevant, Omaha, Neb.

The membership stood at 1,178 direct, 22 associate, and 2,289 affiliated; total, 3,489; and the total receipts were $45,069.13 and the cash on hand $18,153.58, as reported by Sec'y Quinn.

G. D. N. A. Annals of 1917-18.

The 22nd annual meeting was held Sept. 23 to 25, 1918, at Milwaukee, Wis., with a registration of nearly a thousand.

The matter of war affecting the grain trade again was to the fore and Julius Barnes told the dealers of the problems that had grown up in his first year of service at the head of the Food Administration. He urged the dealers not to try to beat the regulations.

The Transportation Com'ite, Henry L. Goemann, chairman, was actively at work during the year on claims against the carriers, a joint conference between shippers and carriers having been held at Chicago Apr. 16 and 17 as per Docket No. 9009 of the Interstate Commerce Commission to work out some plan of settlement for loss of grain in transit. At this April meeting a special scale com'ite headed by J. A. Schmitz, was named to work upon adequate weighing facilities.

ADDRESSES on the following topics were delivered: "Rules and Regulations for the Handling of the 1918 Wheat Crop,' by Julius H. Barnes, pres. of the Food Administration Grain Corp.; "The Milling Regulations," by Fred J. Lingham, chief of the cereals division of the Food Administration; "Adequate Facilities for Weighing," by C. A. Briggs, of the Buro of Standards, Washington, D. C.; "Confirmation of Telephone and Telegraph Contracts," by A. L. Scott, Pittsburg, Kan.; "The Supervision of Inspection," by George Livingston, federal grain supervisor, Dep't of Agri., Washington, D. C.

Officers for the coming year were elected as follows: Pres., P. E. Goodrich, Winchester, Ind.; 1st v. p., H. I. Baldwin, Decatur, Ill.; 2nd v. p., H. E. Botsford, Detroit, Mich. Directors for two-year term: J. W. McCord, Columbus, O.; Elmer Hutchinson, Arlington, Ind.; Victor Dewein, Warrensburg, Ill.; John S. Green, Louisville, Ky.; H. T. Burns, Buffalo, N. Y.; U. F. Clemons, Marshall, Okla.; A. L. Scott, Pittsburg, Kan.; S. W. Wilder, Cedar Rapids, Ia.; W. T. Hale, Jr., Nashville, Tenn.; W. M. Priddy, Wichita Falls, Tex.; for one-year term: T. J. Hubbard, Mt. Pleasant, Mich.; S. C. Armstrong, Seattle, Wash.; Earl Combs, Chicago.

Total receipts for the year were $54,050.71; disbursements, $34,372.47, leaving a balance of $19,678.24. The affiliated membership was 2,412; the direct-associate membership, 1,331, making a total of 3,743, as reported by Sec'y Charles Quinn.

P. E. Goodrich, Winchester, Ind.
President, G. D. N. A., 1918-20.

G. D. N. A. Annals of 1918-19.

The 23d annual meeting was held at St. Louis, Mo., Oct. 13 to 15, 1919, with a total registration of 1,450.

Government wheat control and the resentment in some quarters at continuing war sacrifices and regulations after the close of the conflict were discussed by Julius H. Barnes, New York, director of the U. S. Grain Corporation. Corrective measures thru government price fixing were condemned as peace time acts, but it was held government policies and pledges must be continued.

Stimulated production to cut the high cost of living was urged by Senator Wilfley, representing the governor of Missouri. Pres. P. E. Goodrich, Winchester, Ind., referred to the work of the Ass'n during war days and pointed out that the economic conditions following the war were bringing about grave problems for the entire world. He urged the release of private business from the control of the government.

M. L. Jenks, Duluth, Minn., chairman of the Telefone and Telegraf Com'ite reported that it was impossible to accomplish anything with the government in control of the wires.

T. E. Wilson, pres. of Wilson & Co., packers, in speaking of the high cost of living said the world was on an extravagant basis, "we are having an international holiday of unusual buying and entertainment. Going back to work has been delayed by the slowness in signing the peace treaty."

J. Ogden Armour, in a letter, urged production and mutual confidence.

A. E. Reynolds, Crawfordsville, Ind., reported on the tumultuous times with the various legislative assaults upon business. He referred to Senate Bill No. 810 which proposed to use government money to displace present middlemen and create co-operatives to handle all the farm products of the country.

Mr. Reynolds warned the members that altho they might consider such a measure preposterous it should be opposed vigorously.

Mr. Reynolds blamed the H. C. L. on shorter hours of labor and declared the wide margin of leisure of the 8-hour day was dangerous "as it provided time to study and think up discontent and more time to perfect the universal grouch that seems to have settled on the human race, more time to visualize imaginary evils which he thinks beset him; more time to perfect plots and seditions against his fellowman and his Government."

Gov. James P. Goodrich of Indiana declared radicals were struggling for control of the American Federation of Labor to use that organization's power for the destruction of American institutions. The convulsion in Russia was reflected by other speakers.

ADDRESSES were delivered on: "Transportation Controversies," by Max Thelen, Washington, D. C., director of public service and accounting of the U. S. Railroad Administration; "Uniform Inspection," by H. J. Besley, Washington, D. C., federal grain supervisor; "The Government and the Grain Industry," by J. W. Shorthill, sec'y, National Council of Farmers Co-op Ass'ns.; "Improved Methods in Grain Production," by Charles F. Curtis, Ames, Ia., dean of the division of agriculture in Iowa State College; "Russia," by David R. Francis, American Ambassador to Rusisa; "Relief or Prevention—Which?", by C. A. McCotter, sec'y Grain Dealers National Mutual Fire Ins. Co., Indianapolis.

Officers elected for the ensuing year were: Pres., P. E. Goodrich, Winchester, Ind.; 1st v. p., H. I. Baldwin, Decatur, Ill.; 2d v. p., H. E. Botsford, Detroit, Mich.; directors: Joy M. Hacker, Milwaukee; J. J. Culp, Warrensburg, Mo.; Ben C. Moore, Kansas City; LeRoy Godfrey, Minneapolis; C. D. Sturtevant, Omaha; Marshall Hall, St. Louis; W. T. Greeley, Great Falls, Mont.; A. S. MacDonald, Boston; J. H. Beusse, Athens, Ga.; S. C. Armstrong, Seattle, Wash., and Robert Ryon, Lansing, Mich.

The membership stood at 4,307, receipts were $65,115.82 and cash and Liberty bond assets totaled $19,526.92.

G. D. N. A. Annals of 1919-20.

The 24th annual meeting was held Oct. 11 to 13, 1920, at Minneapolis, Minn., with 225 present at the first session.

During the year the work of the arbitration com'ites, the number of which had been increased to four, had, even so, grown burdensome. The number of new cases filed was 134, with 44 held over from the preceding year. Carelessness growing out of the war upset and the readjustment to lower prices made for increase in the number of trade differences between merchants.

A. E. Reynolds, chairman of the Legislative Com'ite, reported that little had been done during the year.

Railroad leases and side track agreements were part of the work of the Transportation Com'ite. H. L. Goemann, chairman, during the year. The I. C. C. held a hearing Jan. 5, 1914, on its own docket, 6562, but the case was not decided. The railroad administration had started the objectionable contract, but Mr. Goemann was able to persuade Max Thelen, director of public service, to defer putting into effect any uniform side track lease and agreement, but the individual roads later were trying to put into effect the maintenance clause. The side track and lease case was scheduled to come up for a hearing at Chicago Nov. 5, 1920.

The Transportation Com'ite also got after the telegraf companies to make them pay damages for errors, and Mr. Goemann appeared before an examiner of the I. C. C. at New York July 26 and explained in detail what the grain men wanted in the way of insured messages, which later was successfully put thru.

Group meetings were a feature of this convention. The feed dealers and feed manufacturers held a meeting, as did 40 terminal market dealers, besides, of course, the usual gathering of weighmasters and chief grain inspectors.

A resolution was adopted that federal grades should not be changed oftener than once in three years.

ADDRESSES were delivered on the following subjects: "The Truth About Socialism," by Peter W. Collins, of Boston, Mass.; "Progress in Grain Inspection," by George Livingston, chief of the Buro of Markets of the U. S. Dep't of Agri.; "Advantages of Animal Motive Power," by Wayne Dinsmore, of Chicago, sec'y of the Horse Ass'n of America; "Merchant Marine," by Welding Ring, New York, N. Y.

Officers elected for the coming year were: Pres., B. E. Clement, Waco, Tex.; 1st v. p., F. E. Watkins, Cleveland, O.; 2d v. p., D. M. Cash, Indianapolis, Ind.; directors for two years: J. W. McCord, Columbus, O.; J. J. Rammacher, Buffalo, N. Y.; H. L. Shellenberger, Geneseo, Kan.; Lee Davis, Scranton, Ia.; W. T. Hale, Jr., Nashville, Tenn.; Elmer Hutchinson, Arlington, Ind.; Lee G. Metcalf, Illiopolis, Ill.; Earl M. Combs, Chicago; John S. Green, Louisville, Ky.; William Randels, Enid, Okla.; W. W. Manning, Ft. Worth, Tex.; F. L. Clark, Portalnd, Me.; W. Carey Cook, Fort Collins, Colo.; L. W. Forbell, New York, N. Y.; George P. Bissell, Central City, Neb.; directors for one year: H. B. Fowler, Charlotte, N. C.; A. J. Ames, San Francisco, Cal.; H. E. Wack, Baltimore, Md.; W. B. Bashaw, Montreal, Can.

The Ass'n now had the largest direct and associate membership in its history to date, comprising 1,901 direct and 78 associate, 603 having been enrolled during the year. The 11 affiliated ass'ns with 2,744, brot the roster up to 4,723.

[Concluded on page 459.]

Ben E. Clement, Waco, Tex., President,
G. D. N. A., 1920-22.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Helena, Ark.—Bids were opened in September for the construction of the grain transfer terminal here for the Inland Waterways Corp., and the contract was awarded to the Gauger-Korsmo Const. Co. The work was expected to begin Oct. 1, and be completed in three months. The terminal will have a capacity of 9,000 bus. per hour from cars to barges.

CANADA

Moose Jaw, Sask. — The Robin Hood Mills contemplates an addition to its elevator here, to cost $250,000.

Vancouver, B. C.—The Ellison Milling & Elvtr. Co. has erected a warehouse for storing cereals and feed.

Ft. William, Ont.—George W. Matthews & Co., Ltd., has appointed Douglas E. Thomson manager of its grain department.

Toronto, Ont.—The new general manager of the Maple Leaf Milling Co., Ltd., is W. C. Duncan, who will reside at Oakville, near this city.

Elgin, Man.—Charles Fiskwick, manager of the Patterson Elvtr. Co.'s elevator at this point, was killed in an automobile accident during the third week of September.

Biggar, Sask.—The elevator of the Security Elvtr. Co., Ltd., at this place burned during the third week of September, together with several thousand bus. of grain.

Collingwood, Ont.—Collingwood Terminals, Ltd.'s, new 2,000,000-bu. elevator began operations a few weeks ago, a cargo of corn from Chicago being the first grain to be unloaded.

Toronto, Ont.—Charles Faessler, manager of this office and a partner in the firm of Parrish & Heimbecker, Ltd., grain merchants of Winnipeg, for years, is retiring on account of his health. Clayton W. Heimbecker has been chosen as his successor, having been his assistant for a number of years, and F. H. Dunfford is the new assistant.

Winnipeg, Man.—The Lake Shippers Clearance Ass'n, at its recent annual meeting, re-elected Capel Tilt as pres., H. T. Swart as vice-pres., S. T. Smith as sec'y and C. C. Fields as treas. The directors, F. J. Anderson, James A. Richardson and L. H. Wolvin will serve another term. James A. Speers remains general manager at Ft. William, and E. G. Beamish continues in charge of the Winnipeg office.

Ft. William, Ont.—James Robinson, former grain commissioner, has been appointed assistant grain commissioner at Ft. William, and is now occupying the same office in the Grain Exchange Building he occupied when commissioner. There are to be four assistant commissioners, the other three to be in Manitoba, Saskatchewan and Alberta. It is understood that former commissioner M. Snow will be retained at Winnipeg in an advisory capacity.

Winnipeg, Man.—The standards on which the chief grain inspector is basing the grading of No. 1 hard wheat, Nos. 1, 2 and 3 northern, No. 1, 2 and 3 amber durums, all grades of barley, Nos. 1, 2 and 3 Canadian western rye, and the top grades of oats, were approved by the western grain standards board which met here during the last week of September. Nos. 4, 5 and 6 wheat will take the attention of the board later, as there was not a sufficient quantity of them on hand to make up an average sample. Milling and baking tests made by Dr. F. J. Birchard, chief chemist for the board of grain commissioners, and his assistant, showed the baking quality of the wheat to be excellent. Outturn standards on the grades of wheat were also set, as the amended grain act requires the setting of a standard for grain shipped out of the terminals, at the Head of the Lakes.

Ft. William, Ont.—James Robinson, member of the former Board of Grain Commissioners and recently appointed assistant commissioner under the new board, died here on October 7. Altho he had been under medical care for some time, his death came as a great shock to his many friends and members of the trade.

COLORADO

Lafayette, Colo.—A hammer mill is being installed at the plant of the Lafayette Elvtr. Co.

Limon, Colo.—The Robinson Grain Co. is building on a 46x64 foot addition to its elevator here.

Sterling, Colo.—The Trinidad Bean & Grain Co. has under construction a new 10,000-bu. elevator, to be completed by the first of the year.

Golden, Colo.—The Rock Flour Mills, of this place, have been remodeled by the owner, the Colorado Milling & Elevator Co., and are running 24 hours a day.

Calhan, Colo.—The Robinson Grain Co. is enlarging its elevator and constructing a new dump, the work to be completed in time to handle the new crop of beans. Paul Chapman is the local manager.

Boulder, Colo.—We bot the mill and elevator formerly known as the Boulder Milling & Elvtr. Co. We are only using the elevator for storage purposes at this time. We have no crew on hand at the present.—Moody-Warren Commercial Co. (headquarters at Ft. Collins, Colo.).

Denver, Colo.—The Colorado Milling & Elvtr. Co. plans the erection of a 250,000-bu. concrete elevator adjoining the recently acquired Farmers Union Milling & Elvtr. Co.'s plant, giving the company total storage capacity of over 300,000 bus. The company also plans increasing the capacity of the mill to 600 barrels per day.

Keenesburg, Colo.—I am now with the Keenesburg Elvtr. Co., Inc., as manager of its elevator here.—S. G. Mahaffey. [Mr. Mahaffey has been manager of C. L. Parker's elevators at Norton and Dellvale, Kan., for the past five years, until they were sold recently to Fred Mosher, as reported in the Journal's last number.]

Sedgwick, Colo.—W. B. Woodman has bot the Leflang Grain Co.'s elevator here, and his son is operating same. He formerly operated the Farmers Elvtr. Co.'s elevator at Sutherland, Neb., on lease, under the name of the Woodman Grain Co., which elevator the farmers company is now operating. W. B. Woodman, Sr., is now in the machinery business at Paxton and at Sutherland, Neb.—W. H. Cramer Const. Co.

Sterling, Colo.—The Colorado Grain & Bean Co. has bot the Sterling Mill from J. N. Sanders, who held it under foreclosure of mortgage. The mill has been practically idle since April, but will be put into immediate operation at grinding feeds, and as soon as the equipment for making flour has been improved, that department will also be resumed. The Colorado Grain & Bean Co. also operates elevators at Logan and at Atwood.

ILLINOIS

Saunemin, Ill.—We are having all our wagon scales inspected and overhauled.—Saunemin Elvtr. Co.

Annawan, Ill.—The Federal Grain Co.'s elevator office has been painted and redecorated inside and out.

St. Joseph, Ill.—Chase & Peters are having a 10-ton Fairbanks Scale installed by Fairbanks scale service truck No. 6.

Nokomis, Ill.—I have been manager of this elevator for the past ten years.—W. H. Casselberry, mgr., Nokomis Farmers Co-op. Grain Co.

Kemp, Ill.—T. E. Hamman & Co. will install a 10-ton Fairbanks Scale at their station here, same to be installed by Fairbanks service truck.

Gilman, Ill.—The grain trade of this section is scheduled to hold its regular meeting Oct. 10, at 7 o'clock p. m., at the I. O. O. F. Hall in this city.

Champaign, Ill.—Following the dinner at 7 o'clock p. m., in the Inman Hotel, this city, the grain trade of this territory held its regular meeting on Oct. 8.

Kankakee, Ill.—Grain men of the Kankakee territory took dinner together at the McBroom Restaurant here, at 6:30, Oct. 2, and held their regular monthly meeting.

Lerna, Ill.—J. H. Snowden, clover seed dealer, who also operates a grain elevator, has added a No. 47 mill, with all latest improvements, to his seed house.

Gibson City, Ill.—The regular meeting of the grain trade of this territory was held on Friday, Sept. 27, at the RC Inn, this city, at 7 o'clock, which was the dinner hour.

Latham, Ill.—R. E. Barry is the new manager of the Farmers Grain Co.'s elevator here. E. E. Rice, former manager, is now with E. W. Bailey & Co., at Decatur, Ill.—Chet Knierim.

Greenview, Ill.—The Beggs & Hatch elevator at this point was burned on Oct. 1, at 10:30 p. m.; loss, $15,000; 5,000 bus. of wheat and several hundred bus. of oats were destroyed.

East St. Louis, Ill.—Fred M. Rook was recently appointed superintendent of the Illinois Grain Inspection Buro here, succeeding John D. Edmiston, who held that position for 16 years.

Watkins Crossing (Farmer City p. o.), Ill.—John Grussing, elevator owner of Royal, has bot the grain elevator here formerly operated by F. F. Watkins, and is remodeling it and building a new crib.

Pana, Ill.—Soy beans was the main topic of discussion at the meeting of the grain trade of the Pana territory that was held in that city at the Hotel Francis on Sept. 30. Here dinner was served at 7 p. m.

Decatur, Ill.—On June 29 I sold my interest in the Decatur Grain & Elvtr. Co., Decatur, Ill., and severed all connections on that date. The owners and operators of the company are J. H. Cloney and J. W. Hook.—C. L. Leiss.

Alpha, Ill.—V. C. Brown, who recently bot the Yocum elevator at Nekoma, Ill. (as reported in the July 25 Journal), is said to have leased the grain elevator here from W. C. Cole, Jr., of which W. L. Eiker has been the manager for 14 years.

Decatur, Ill.—E. E. Rice, who for the past 23 years has managed the Farmers Grain Co. at Latham, Ill., is now with E. W. Bailey & Co. here. Mr. Rice resigned to accept the position with the Bailey company.—Chet Knierim, with Langenberg Bros. Grain Co.

Potomac, Ill.—K. A. Harper, grain dealer, will install a 10-ton Fairbanks Railroad Pattern Type S Scale with 22x8 ft. platform to replace his 4-ton wagon scale. The installation of foundation and scale will be supervised by Geo. J. Betzelberger, operating Fairbanks scale service truck No. 6.

Alexis, Ill.—We have purchased the grain elevator at Alexis and will operate same under the name of the Roberts & Pearson Grain Co. R. P. Miner [former owner of the elevator here] owns and operates a plant at North Henderson, Ill. The capacity at Alexis is 15,000 bus.—Roberts & Pearson, E. J. Pearson, mgr.

Stronghurst, Ill.—A fire scare at the elevator of the Stronghurst Grain & Merchandise Co., on Sept. 23, proved to be only the burning of the coils in the motor at the top of the building. The motor had become clogged with dust, resulting in a short circuit. The motor was ruined but the building was not damaged, as the fire department forestalled trouble by the use of chemicals. A new motor will be installed.

Harness (San Jose p. o.), Ill.—John H. Hildebrands of this place, which is located on the C. & A. R. R. running from Peoria to Springfield, Ill., has installed a new Kewanee Truck Lift in his elevator with a new floor in the driveway and also a new pair of scales at the office. He has also given the plant several coats of paint, including the office and engine room, and it now shows up at a distance of miles. Mr. Hildebrands handles about 450,000 bus. annually.

Assumption, Ill.—Assumption Elvtr. Co., a newly organized company, has leased the elevators of the Assumption Grain Co., the Farmers Grain Co. and the Lacharite Grain Co. for a term of five years, beginning Oct. 1. The officers of the new company are: C. C. Corzine, pres.; H. B. Lacharite, vice-pres.; and L. A. Tripp, sec'y and treas. The managers are L. A. Tripp, Guy O. Corzine and H. B. Lacharite. The consolidation takes in all three of the grain elevators at Assumption.

Pontiac, Ill.—Contract has been let for our new elevator to George Saathoff, work to start immediately, 25,000-bu. cribbed house, metal siding, all bearings roller type, Winter Head Drive and Dump. We are also going to erect coal shed on Wabash track and new coal sheds at our Swygert station. We are wrecking our Illinois Central elevator in Pontiac and will use heavy timbers in new building.—Pontiac Farmers Grain Co., by M. B. Speece, mgr. [This elevator replaces the one burned in September, as reported in the Journal's last number.]

Chana, Ill.—The J. C. Griffith Lumber Co. of Ashton, Ill., which bot the lots on which formerly stood the Chana Grain & Lumber Co.'s plant that burned last month, has awarded the contract for the erection of a concrete elevator to George W. Quick & Sons, to have a capacity of 30,000 bus. and to be completed by Dec. 23. New coal sheds and bins and an office building of hollow tile will also be built. S. J. Griffith, of the Griffith Lumber Co., Ashton, writes: "Mr. Corking, who has run this yard for the last 25 years, is staying as manager. The main office for the firm will be at Ashton, Ill. The firm will operate under the name of Griffith Lumber Co. We have three yards—Stillman Valley, Chana and Ashton."

CHICAGO NOTES.

W. E. Hudson & Co. is a new co-partnership recently formed by William E. Hudson, James W. McCulloh, Edward S. Westbrook, Fred T. Bascom, Harry S. Klein, Bernard W. Snow and Harry B. Godfrey to trade in stocks and bonds on the Board of Trade.

An executive com'ite of twelve members of the Board of Trade, with John A. Bunnell, former pres. of the board, chairman, has been appointed to call on representative industrial corporations and to urge the listing of their stocks on the Board of Trade.

Jackson Bros., Boesel & Co. have been named defendant in seven bills for accounting filed in the Superior Court by seven residents of Moline, customers of Saylor & Wichelman, Inc., bankrupt brokers of Iowa, the plaintiffs seeking to recover $135,000 invested with the bankrupt firm, claiming it was merely an agent of the Chicago firm.

Trading departments have been organized by James S. Templeton's Sons, an old established Chicago grain concern and a member of the Board of Trade since 1865. Complete market service will be given in all types of investment securities as well as grain and cotton. Wallace Templeton will be in charge of the new department, assisted by George Lounsbery.

Charles H. Sullivan, a former vice-pres. and director of the Board of Trade, died, on Oct. 9, at the age of 58 years. He had been suffering from heart trouble for more than a year and recently other complications developed. Mr. Sullivan began his career at the Board of Trade as an office boy for Chamber, Brown & Co. He was prominent not only in Chicago but in New York trade circles as well. He retired two years ago.

Due to the heavy demands on his time in developing stock trading on the Board of Trade, Pres. S. P. Arnot has severed his connection with the grain department of Clement, Curtis & Co., of which he had charge. R. Arthur Wood, pres. of the stock exchange, has purchased the partnership in Clement, Curtis & Co. formerly owned by Charles Renshaw, who recently became a partner in Mitchell, Hutchins & Co.

A new building fund, to assist in paying for the new building under construction, was adopted by members of the Board of Trade on Oct. 3, for a period of three years. For the past five years there has been a fund which expired about the middle of September, and during its existence more than $1,000,000 was raised. The fund provides for the payment equivalent to $5 on sale of every 1,000,000 bus. of wheat, corn and oats sold on the Board of Trade.

Board of Trade memberships are selling at $40,000.

At 2 o'clock on the afternoon of Oct. 9 the American flag went up on the new Board of Trade Building to mark the placing of the last steel beam on the 44-story structure. For a time it looked as tho the flag would not be raised, as the workmen demanded drinks, according to the old custom, but Henry Rumsey, broker, member of the board, and former mayor of Chicago's suburb, Lake Forest, firmly refused in the interest of law observance, and it was only after telling the men that $2,500 had been raised for the families of the two workmen killed in the construction of the building, that they consented to forego the drinks and raise the flag.

The following have been admitted to membership in the Board of Trade recently: Simon Wexler, Charles C. Chaffee, Jr., William G. Harsin, Charles Izenstark, Joseph Frank, Leslie Cooke. Memberships transferred: Ernest W. Flender, Estate of Otto Waitzmann, John Vesecky, Francis A. Bean, Jr., Charles C. Davis, William B. Fitzgerald. New partnerships: O. S. Nickels & Co., composed of Oliver S. Nickels, LaFern H. Nickels, Charles M. Nickels, Henry H. Rohn, all of whom are members of the Board of Trade; Hansen & Knudsen, New York City, composed of Axel Hansen, a member of the Board of Trade, E. Werner Knudsen and George J. Carr. Changes in registration: Axel Hansen, registered for Hansen & Knudsen, New York City; Elliott R. Detchon, registered as special partner of J. S. Templeton's Sons. Alfred F. Geahart has been reinstated as a member of the Board of Trade.

INDIANA

LaOtto, Ind.—The Nathan Grain Co. is installing a Sidney Scalper.

Monroe, Ind.—The Monroe Grain Co. is installing several new elevators furnished by the Sidney Grain Machinery Co.

Elwood, Ind.—The S. B. Harting Grain Co. has added to its equipment a McMillin Truck Dump with extension for several dump doors.

Fairland, Ind.—I took over the Guild Grain Co., Sept. 18, and will operate same under my own name, as I did at Willow Branch, Ind.—J. M. Hanna.

Hurlburt (Valparaiso p. o.), Ind.—A. J. Michaels has bot the elevator here from the Hebron Equity Exchange Co., and Leonard Michaels, his son, will be in charge.

Union City, Ind.—The Pierce Elvtr. Co. has added to its elevator equipment a McMillin Combination Wagon and Truck Dump for supplying its several sinks using electrical power.

South Whitley, Ind.—Royal Clapp, who has been the manager of the Farmers Mill & Elvtr. Co.'s elevator here for several years, has resigned and accepted a position at Raber, Ind.

Cannelton, Ind.—The real estate and plant of the Cannelton Flour Mils, including a 30,000-bu. elevator, was offered for sale at auction by the trustee in bankruptcy, Joseph M. Hirch, on Sept. 28.

Flora, Ind.—McCorkle & Ashpaugh have added to their equipment a McMillin Truck Dump with extension to supply several doors. The same is driven by motor using high speed chain drive.

Raber (Columbia City p. o.), Ind.—The new manager of the Raber Co-op. Elvtr. Co.'s elevator is Royal Clapp, formerly manager of the farmers elevator at South Whitley, Ind., who succeeds Clem Mishler, who resigned to go into other business.

Indianapolis, Ind.—The Soft Wheat Growers Ass'n recently voted to form an elevator corporation and enlarge its field of activities. The com'ite appointed to outline the details was composed of the following: Frank Arn of Montezuma, pres. of the board of directors of the wheat growers' ass'n; B. B. Benner of Mays, William H. Gray of Fulton, Guy Cantwell of Gosport and L. K. Wykoff of Valparaiso, all of whom are members of the board of directors of the wheat growers ass'n. It is said that, according to tentative arrangements, a large central elevator will be erected either here or in Chicago. B. B. Benner, sec'y-treas. of the ass'n, writes: "As to the status of our ass'n toward the forming of an elevator corporation, we are just now in the process of such a formation. However, we have not gone sufficiently far to give definite information."

IOWA

Dakota City, Ia.—J. F. Miller is building a steel storage tank of 15,000 bus. capacity.—Art Torkelson.

Sioux City, Ia.—H. S. Nevileir, who was formerly in the grain business here on his own account, left here in June.

Duncombe, Ia.—The Farmers Co-op. Elvtr. Co., capitalized at $50,000, has had its corporate life extended 20 years.

Hampton, Ia.—A building is being erected at the Farmers Elvtr. Co.'s elevator here for the storage of grain and feed.

Harlan, Ia.—The Trans-Mississippi Grain Co. is erecting a 40,000-bu. annex here, the William Const. Co. having the contract.

Floyd, Ia.—F. O. Martin, who operates an elevator at Floyd Crossing, was appointed mayor of Floyd.—Art Torkelson.

Brighton, Ia.—The Farmers Elvtr. Co. contemplates building an elevator on the site of one that burned several years ago.

Pacific Junction, Ia.—Frank H. Maxwell's elevator office was entered recently by thieves who made off with a radio and adding machine.

Burchinal, Ia.—We have painted our elevator also have installed a Jay Bee grinder, using a 60-h.p. engine.—Farmers Inc. Co-op. Society.

Waterloo, Ia.—A. G. Agnew is now in charge of the Pioneer Grain Co. here, succeeding C. G. Larrabee, now associated with Beach & Pierce.

Merrill, Ia.—Frank Hoese, proprietor of the Hoese Grain Co., died several weeks ago as the result of a slight stroke.—Younglove Const. Co.

Gray, Ia.—Charles Dozier of Templeton has bot Davis Bros. & Potter's elevator here. John Shaw has been the manager for the last three years.

Jefferson, Ia.—The Farmers Elvtr. Co. plans to remodel its elevator this fall and to install a new dump. The manager is J. T. Carey.

Bellevue, Ia.—Joe Tebe, a farmer, has bot a lot on which he is erecting a mill of tile construction, 30x70 feet, to be completed early in November.

Arthur, Ia.—A truck lift is being installed at the local elevator of the Trans-Mississippi Grain Co. and some general repairs made by the William Const. Co.

Anita, Ia.—Thieves broke into the Kunz Grain Co.'s elevator here recently. Entrance was gained by prying open a window. A flashlight was all that was taken.—A. T.

Kellogg, Ia.—H. H. Engleman, manager of the Farmers Elvtr. Co.'s elevator here for the last 15 years, has resigned and taken a position in another line at Evansville, Ind.

Scranton, Ia.—Davis & Milligan, grain and lumber dealers here for more than 32 years, sold their business on Oct. 1 to the Farmers Elvtr. Co., Mr. Davis wishing to retire.

Blairsburg, Ia.—C. C. Buck recently installed a new chain to operate the leg of his elevator. He also has replanked the driveway. Jack Weiss is the local manager.—Art Torkelson.

Elma, Ia.—The old Huntting elevator just north of the present Huntting elevator, which is operated by Will Whalen, has been bot by Henry Johnson who will use the lumber for building a barn.

Hubbard, Ia.—E. A. Fuller of Prairie City was appointed manager of the elevator of the Farmers Elvtr. Co. here. He relieves L. R. Bates, present manager, on Nov. 1 when Mr. Bates goes to Iowa Falls.—Art.

Alden, Ia.—The Alden Farmers Elvtr. Co. just recently completed a new base for its grinder. It is of concrete 8 ft. long, 3 ft. wide and solid for a depth of 4 ft. Nate Flaherty is the manager.—Art Torkelson, with Lamson Bros. & Co.

Waterloo, Ia.—Beach & Pierce, the recently formed grain brokerage firm, correspondent for Beach, Wickham & Co., Chicago, opened offices in the Marsh-Place Building here early in October. C. G. Larrabee, formerly a partner in the Pioneer Grain Co. of this city, is the local manager. A leased wire to Chicago will be installed. Waterloo makes the sixth city in which Beach & Pierce operate, the other cities being Milwaukee, Wis., Princeton and Mendota, Ill., Marshalltown and Ft. Dodge, Ia.

Des Moines, Ia.—The Des Moines Elvtr. & Grain Co. is having some repair work done on its elevator here by the William Const. Co.

Prairie City, Ia.—E. A. Fuller, manager of the Farmers Elvtr. Co.'s elevator here, has been appointed manager of the Farmers Elvtr. Co. house at Hubbard, Ia. He takes up his new duties Nov. 1.—Art Torkelson.

Auburn, Ia.—The Wernimont Bros. elevator here was discovered to be on fire at 8 o'clock p. m., Sept. 28, but by quick action of the fire department the blaze was soon extinguished. The building was fully insured. The fire was believed to have started in the feed grinding machinery.

Tama, Ia.—N. S. Beale & Son are erecting a 15,000-bu. addition to their elevator here, to be 28x40 feet, 20 feet high. The roof and sides will be covered with steel sheeting. Grain will be run from the main elevator thru a spout to the new building. A belt grain drag will be installed later to remove the grain from the building.

West Liberty, Ia.—G. F. Schaefer, proprietor of the West Liberty elevator, who was seriously injured in August by falling from a grain wagon at his elevator (as reported in the Aug. 25 Journal), has been taken to his home from a hospital in Iowa City, and his many friends will be glad to know that he is on the road to complete recovery, tho he must still take things easy for a while.

Ft. Dodge, Ia.—Owing to the poor health of Charles C. Davis, the Davis Grain Co. of this city has discontinued business and the Ft. Dodge Grain Co. is continuing same. E. L. Dwyer, former member of the Davis Grain Co., is the manager, and he will retain the offices of the Davis company in the Snell Building. He will also manage the Iowa elevators of Davis Bros. & Potter until Mr. Davis is able to take up his tasks again.

Jordon, Ia.—The A. Sterner Co. has made application to the state board of railroad commissioners for a license to operate a bonded warehouse. This is said to be the first private elevator company in the state to make such application, altho two terminal elevators at Sioux City have been operating bonded warehouses for some time. The A. Sterner Co. has just completed its new 60,000-bu. elevator, details of which appeared in the Aug. 25 Journal.

Riverside, Ia.—Our Riverside plant has a storage capacity of 65,000 bus. We have installed motors to operate it. The elevator is located and equipped to handle grain from wagon and truck dump as well as from cars. We will do a receiving and shipping business and handle five to six cars daily. We have installed a Fairbanks Hopper Scale (carload) and will have Western Weighing Ass'n weights and have arranged for grain inspection. Our side track holds seven cars. The plant will be equipped with cleaning machinery and our corn drier will be ready in time for the new crop. Our local manager is Charles Swift.—Piper Grain & Milling Co., J. M. Piper. [The plant referred to was recently bot by the Piper Grain & Milling Co., headquarters at Cedar Rapids, Ia., as reported in the last number of the Journal.]

Davenport, Ia.—The Western Flour Mills plans the erection of 400,000 bus. additional storage at its plant here, also the construction of a wharf on the Mississippi River capable of accommodating 1,000-ton barges. The company has contracted with the Inland Waterways Corp. to handle grain to and from barges. The addition to the present elevator will extend partly into the river, with the 350-foot wharf built on to the river end of the addition. The wharf will be equipped with a marine leg capable of unloading a barge in about 10 hours, and will contain facilities for loading a barge with grain in from two to six hours, making it possible for several barges to be loaded in a day. Work will start at once, the contract having already been let from the Minneapolis headquarters of the company, and will be completed this fall if possible. A coffer dam will be built out in the river and the addition erected on the solid rock bed. The wharf will be of cribbed and rock construction faced with railroad iron. The new equipment for handling to and from barges will be so arranged as to work independently of the car-handling facilities, so both operations can be carried on at the same time. The Western Flour Mills has a capacity of 2,500 barrels a day and a storage capacity of 950,000 bus. of grain, which will be increased to 1,350,000 bus. with the completion of the new addition.

KANSAS

Arcadia, Kan.—The James Grain Co.'s elevator here burned during the night of Sept. 24; insured.

Peabody, Kan.—Mail addressed to E. B. Grogan, at this point, is returned marked "Removed."

Coldwater, Kan.—W. R. Johnston recently purchased new cups and belt from the White Star Co. for his elevator.

Duquoin, Kan.—J. C. Riggs, formerly agent for the Kansas Flour Mills Corp. at this point, is now located at Wright, Kan.

Salina, Kan.—Byron Lynch of the J. Lynch Grain Co. was married on Sept. 24 to Miss Phyllis Hamilton of Ellsworth, Kan.

Sharon, Kan.—The Sharon Co-op. Co. has improved its equipment by the installation of new belts, cups, bolts and pinions purchased from the White Star Co.

Norton, Kan.—Fred Mosher is operating his recently acquired elevators here and at Dellvale, Kan., under the name of Fred Mosher, Grain, with head office at Rexford, Kan.

Lyons, Kan.—The Lyons Flour Milling Co. is erecting a 50,000-bu. steel tank, which will give the company a total storage capacity of 300,000 bus. The Western Iron & Foundry Co. is doing the work.

Victoria, Kan.—Anton Schumacher, owner of an elevator here, died at his home in Ellis, Kan., Sept. 4, after an illness of only a few minutes. He is survived by his widow and nine children. He was 67 years of age.

Hanover, Kan.—John Fydrick of Hamlin, Kan., has succeeded Glen Terp as manager of the Farmers Union Elvtr. Co.'s elevator here, Mr. Terp having accepted a position with the Nutrena Feed Mills, Inc., of Kansas City.

Wheeler, Kan.—I am manager of the elevator here recently bot by the Morrison Grain Co. of Kansas City from Paul H. Barnhouse. I am no longer interested in the grain business at Stockton, Kan.—G. W. Query. [Mr. Query was formerly manager of J. E. Rogers' elevator at Stockton.]

Sterling, Kan.—The Arnold Milling Co., whose elevator was burned recently, as reported in the Journal's last number, has let the contract to the Jones-Hettelsater Const. Co. for the erection of another elevator, the combined capacity of the concrete headhouse and tanks to be 150,000 bus. Construction has already begun and the plant is expected to be completed by January.

Dodge City, Kan.—Work on the new 500,000-bu. unit of the new elevator (mentioned in the Journal's last number) to be operated by the Dodge City Terminal Elvtr. Co., with which C. C. Isley, grain dealer, is actively connected, was started on Oct. 3 by the Jones-Hettelsater Const. Co. The tanks will be 100 feet high, and the headhouse 172 feet. There will be 18 tanks and 29 interstice bins, of reinforced concrete construction, the work to be completed by Jan. 1.

St. Francis, Kan.—The St. Francis Equity Co. has let the contract to B. F. Roberts for the construction of 31,000-bu. elevator, 27x38 feet, 48 feet to the eaves, to be connected with the old elevator thru the driveway. The old elevator has a capacity of 20,000 bus. The pit in the new building will hold 2,400 bus., and the machinery to be installed will handle that much grain from the dump into the cars every hour. The contract calls for the completion of the work by November.

MICHIGAN

Lainsburg, Mich.—The C. R. Bailey Elvtr. Co. is constructing several large grain bins at its plant here.

Port Huron, Mich.—The Canadian National Railways will not construct a grain elevator at Port Huron. We have, however, leased some ground at Port Huron to the Engineering Projects, Ltd., whose address is Toronto, Ont. —Canadian National Railways, H. W. Thornton, pres.

Armada, Mich.—The Armada Elvtr. Co. has installed an elevator leg for beans in its other house and has also erected a new building 260 feet long which will be used for the storage of seeds, fertilizer and coal and will contain a coal office. A conveyor system for unloading coal from cars, and platform scales have been installed.

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Wheat, Coarse Grains, Mill Feeds

Stevens-Scott Grain Co.
Wheat, Kafir, Milo Maize, Corn

Sam P. Wallingford Grain Corp.
General Grain Business

Wichita Terminal Elevator Co.
Receivers, Shippers—Storage

Adair Grain Co.
Wheat, Corn, Oats, Kafir

A. F. Baker Grain Co.
Wheat, Corn and other grains

James E. Bennett & Co.
Grain Futures, Stocks, Bonds, etc.

Blood Grain Co.
Mill Orders—Consignments

Craig Grain Co.
Consignments—Milling Wheat

Hall-Baker Grain Co. of Wichita
General Grain Merchants

C. E. Jones Grain & Elevator Co.
Grain Merchants—Consignments

Capac, Mich.—The A. Tosch & Sons Elvtr. Co. has sold its elevator and coal yard to the Valley Elvtr. Co., which also runs an elevator in Brown City. C. H. Wendt is manager.—A. Tosch & Sons.

Chesaning, Mich.—Miss Martha Spayth has been appointed assistant manager of the Chesaning Grain Co.'s elevator, having charge of the bean picking, accounting and general office. Fred Cornair, manager, said that the increase in the feed and coal business in addition to the grain and bean business made it necessary to have an assistant.

Brown City, Mich.—A. S. Detweiler and William B. Neumann, formerly of the Brown City Coal & Supply Co. and the Brown City Feed Exchange, respectively, who united their interest recently, as reported in the Sept. 10 Journal, have given the name of the Eureka Elvtr. Co. to their new business. Their new elevator is nearing completion.

Melvin, Mich.—The Kerr Grain & Hay Co. is erecting a small but up-to-date elevator here on the site of the one that burned three years ago, to be 28x50 feet, with large overhead bins and allowance made for the later addition of more if found necessary. A feed grinder will be installed as soon as the building is completed. The company's elevator at Fargo, which it has not used since the railroad discontinued service to that point, is furnishing much of the material for the new elevator.

MINNESOTA

Bird Island, Minn.—O. D. Smith is the new manager of the Farmers Elvtr. Co.'s elevator here, the former manager having resigned.

Danube, Minn.—The Danube Farmers Elvtr. Co. has added a feed house to its plant and is now handling all kinds of chick feed and hog minerals.

Cannon Falls, Minn.—The Cannon Valley Milling Co., of Minneapolis, has erected a 30,000-bu. addition to its wheat storage facilities at this point.

Hartland, Minn.—Peter Rasmussen, manager of the Hartland Elvtr. Co.'s elevator, recently fell from a height of 25 feet to the elevator floor, receiving serious injuries.

Ellendale, Minn.—The Farmers Elvtr. Co. has bot the Speltz Grain & Coal Co.'s property here and retained the manager of the Speltz elevator, John H. Lee. Albert Berg is the local manager for the Farmers company.

Ruskin, Minn.—The Faribault Flour & Feed Co. of Faribault, Minn., has taken over the management of the Ruskin Elvtr. Co.'s elevator here and has retained Ben Paxton to manage same. E. B. Murphy is manager of the Faribault plant.

Thief River Falls, Minn.—At the present time we have but one house at this station, the other having been sold some time ago and has since been wrecked. Our head office is at Thief River Falls. The capacity of our elevator is 60,000 bus.—Math Barzen Co., Inc., by B. R. Barzen, vice-pres.

Hills, Minn.—Christian Moe, for the last 19 years manager of the farmers' elevator operated under the name of the Hills Mercantile Co., resigned recently and has leased the Otto Nelson elevator, situated on the Illinois Central tracks, that has not been operated for several years, and will go into business on his own account. His successor at the farmers' elevator is F. A. Dunn, formerly of Beaver Creek.

Fertile, Minn.—The Monarch Elvtr. Co. has bot out the local interests of the Great Western Elvtr. Co., including buildings. The annex has been torn down and the materials used in constructing a feed store and coal sheds. The main part of the elevator has been moved to a position adjoining the Monarch elevator, thus giving the company greater handling and storing facilities. The Monarch company now handles feed and coal as well as grain, succeeding the Great Western Elvtr. Co. in the coal business.

MINNEAPOLIS LETTER.

The son of the late William F. Dalrymple and C. E. Giles are continuing Mr. Dalrymple's grain business here.

In reference to the additional storage on our plant here at Minneapolis, for the time being it has been decided not to put on this additional storage.—Froedtert Grain & Malting Co., E. C. Christl.

Elvyn M. Keller, assistant manager of G. E. Lewis & Co.'s office here, died during the last week of September at his home in this city from pneumonia at the age of 45 years. He had been associated with Lewis & Co. for many years. He is survived by his widow and one daughter.

The Apple River Mill Co. incorporated; capital stock, $150,000; incorporators: G. L. Day of this city and others; to engage in the manufacture of flour, feed, cereals and other products of grain of all kinds, and to construct or otherwise acquire and to own and operate elevators and warehouses, mills, and milling and feed grinding machinery.

Frank T. Heffelfinger, pres. of F. H. Peavey & Co., celebrated his sixtieth birthday on Sept. 20 with the help of 74 friends and business associates by attending a dinner in the Minneapolis Athletic Club given in his honor by his three sons, Frank Peavey, Totton Peavey and George Wright Peavey Heffelfinger. He was also presented with a silver loving cup inscribed with the names of all those present.

The annual election of officers of the Chamber of Commerce, held on Sept. 26, resulted as follows: Pres. (one-year term), Geo. P. Case; second vice-pres. (two-year term), H. G. Dickey; directors (two-year terms), A. F. Owen, F. J. Seidl, J. C. Wyman, E. E. Mitchell, Geo. K. Labatt; (one-year term), J. A. Mull; members of the board of arbitration, Asher Howard, E. S. Ferguson, F. B. Carr; members of the board of appeals, C. G. Williams, P. C. Rutherford, R. C. Woodworth.

Regarding our new construction in Minneapolis: The addition now being built is to the Union Elevator, which is owned and operated by the Union Elvtr. Co., the Union Elvtr. Co. being a subsidiary of the Brooks Elvtr. Co. The new construction comprises a total of 18 tanks and interspaces and will have a capacity in the neighborhood of 650,000 bus. We had hoped it would be ready for operation by Oct. 15 but present indications are it will be somewhat later. The total capacity of the Union Elevator when the new construction is completed will be about 3,500,000 bus.—Brooks Elvtr. Co., T. F. Armstrong.

We have let contract for the construction of eight concrete storage tanks as an addition to Twin City Elevator "A." These tanks are to be 21 feet in diameter, 83 feet high, and will hold approximately 22,300 bus. each, aggregating a total of 178,000 bus. The work was started on Sept. 9 and is to be finished ready to receive grain on Oct. 15. Our present capacity is 1,178,000 bus., and when the addition is complete will be about 1,356,000 bus. Our business is somewhat different from that of any other terminal elevator in that we do a general handling, cleaning, drying and various other services almost entirely for hire.—Twin City Trading Co., R. M. Ivey, pres.

MISSOURI

Bates City, Mo.—We are installing a Blue Streak Hammer Mill and a 20-h.p. Westinghouse Enclosed Motor.—Rector Owings, Bates City Elvtr. & Merc. Co.

Norborne, Mo.—The Farmers Grain & Feed Co. is a new concern here, being the successor of the Farmers Union Mercantile Co., which has discontinued business.

Platte City, Mo.—The Platte City Co-op. Elvtr. Ass'n's hay barn and contents burned on Sept. 10; loss, $450; fully insured. A wheat loader and 70 bales of straw were destroyed.

Richmond, Mo.—The Harrington & Fowler Feed Co., H. M. Harrington and Tom Fowler owners, has opened the elevator on North Thornton street that has been closed for some time. Ray Lile is the manager.

Knobnoster, Mo.—The Knobnoster Elvtr. Co. is the name under which Messrs. Carr, Lay and Hunter are operating the elevator here recently purchased by them, as reported in the Sept. 10 Journal. B. B. Hunter is the manager.

Amsterdam, Mo.—My wareroom (not my elevator) burned Aug. 10. About 75 tons of hay, also one automobile, one truck and considerable machinery, scales, etc., were destroyed. Insurance about one-third on building and one-half on contents. I do not expect to rebuild this year.—Amos Hall.

Rushville, Mo.—We expect to increase the capacity of the old elevator we took over from the Quaker Oats Co. last summer, remodeling it and installing an automatic scale. This will bring our total capacity to 30,000 bus. A little later we expect to install feed grinder.—G. P. McClain, Rushville Elvtr. Co.

Charleston, Mo.—The elevator formerly operated here by the Mississippi County Cotton & Grain Co. was not operated during the past wheat season and probably will not be operated this year. That elevator and ours are the only ones here. The Charleston Cotton & Grain Co. has a warehouse and sheller here.—Whitehead Davis Grain Co.

KANSAS CITY LETTER.

The Martin Commission Co., headed by J. H. Martin, has no connection with the Nutrena Feed Mills, Inc.—D. M. C.

The Board of Trade membership of C. E. Lathrop has been purchased by Hugh Hinsen of Jackson Bros., Boesel & Co., for $11,500.

T. J. Blaker, a member of the Board of Trade and sec'y of the Blaker Milling Co., died on Sept. 1 at his home in Pleasanton, Kan.

The Rosedale Milling Co., whose plant includes an elevator, flour mill and corn meal mill, has discontinued operations and offered its plant for sale.

Horace Vanderslice of the Vanderslice-Lynds Grain Co. of this city is ill at his home here, having suffered a stroke on Sept. 29. Mr. Vanderslice made a gift of the present home of the Art Institute to this city, also the famous statue, "The Pioneer Mother."

ST. LOUIS LETTER.

The Marshall Hall Grain Corp. now has the Updike Grain Co.'s private wire in its office at 210 Merchants Exchange Building. C. J. Gundelfinger is manager of the option department.

The protein laboratory of the Merchants Exchange has analyzed 6,250 samples of grain, feed and flour since it opened on Feb. 1, deriving sufficient revenue from same to make the laboratory self-supporting.

Members of the Merchants Exchange voted on Oct. 3 on a change in the track delivery rule that would limit the time for making track deliveries of contract grades of grain on futures contracts to the last five business days of any delivery month instead of any business day, as formerly. The rule also includes a provision that if in the opinion of the board of directors an emergency exists, the board shall permit track deliveries on futures contracts during any business day of the delivery month for such time as the emergency exists. A regulation to take effect simultaneously with the track delivery rule was adopted by the board of directors that beginning at once old and new contracts are authorized in futures contracts in the St. Louis market in the option months of Dec., 1929, and May and July, 1930.

MONTANA

Terry, Mont.—H. R. Carlson of Wibaux is the new manager of the Occident Elvtr. Co.'s elevator here.

Chester, Mont.—Minor repairs have been made and new signs painted on the elevator recently taken over by R. L. Whorley, the Victor Const. Co. doing the work.

Bozeman, Mont.—Ed Stanton has accepted the position of manager of the Sweet Co.'s elevator here. He has been with the Gallatin Valley Milling Co.'s elevator at Belgrade for the past 10 years.

Wilsall, Mont.—A new leg and other elevator machinery has been installed by the McCabe Bros. Co. in its local house, which has been remodeled and now has a capacity of 42,000 bus. The manager is Ben Gwyther.

Terry, Mont.—R. O. Woods, manager of the Occident Elvtr. Co.'s elevator here, fell 50 feet from an upper window and died on the way to the hospital early in September. He was the brother of W. W. Woods of Bismarck, superintendent of the Occident Elvtr. Co.'s elevators, and was 35 years of age. He is survived by his widow and two children.

"Be A Rooter"
Consign to
Root Grain Co.
Kansas City, Mo.

Joplin, Mont.—The Imperial Elvtr. Co. had the Victor Const. Co. install 100-bu. Fairbanks Shipping Scales in its Joplin and Hingham elevators, and new Winter Head Drive and Fairbanks-Morse Motors in its Rudyard elevator.

Lewistown, Mont.—The Salyards Grain Co. is continuing the office here under the management of John McVey, who also managed it for the W. P. Devereux Co. before that company sold its Montana business to the Salyards company.

Lewistown, Mont.—Papers announcing the dissolution of the Montana Elvtr. Corp., which had a line of elevators with headquarters in this city, and the turning of the stock and assets over to the directors, were filed last month. The corporation's charter lapsed two years ago.

Hobson, Mont.—The Hobson plant of the Judith Milling Co. has reopened after being closed for several months. This company now owns the flour mill formerly operated by the Montana Flour Mill Co. at Lewistown, where the company's general offices now are, and a line of seven elevators.

NEBRASKA

Geneva, Neb.—Grothe Bros. of Dorchester bot the Geneva Flour Mills at auction for $5,600.

Hendley, Neb.—We are installing a Winter's Truck Dump.—Farmers Business Ass'n, R. W. Breuning, mgr.

Lincoln, Neb.—The Gooch Milling & Elvtr. Co. contemplates an addition to its feed milling plant in this city.

Beatrice, Neb.—Fire originating at a rubbing pulley slightly damaged the elevator of the Pease Grain & Seed Co. on Sept. 28.

Octavia, Neb.—A 40,000-bu. annex is under construction here for the Trans-Mississippi Grain Co. by the William Const. Co.

Hastings, Neb.—Elmer Buster became manager of B. C. Christopher & Co.'s office here on Sept. 23.—Clyde Truesdale, B. C. Christopher & Co.

Omaha, Neb.—The contract has been let by the Nebraska Consolidated Mills Co. for the erection of a fine office building near its plant in this city, work to start at once.

Big Springs, Neb.—Since the disappearance of Harry Johnson, George E. Johnson has taken charge of the affairs of the Johnson Elvtr. Co. here. He hopes to have the business straightened up before long.

Beatrice, Neb.—This elevator is open and is doing a good business. We have heard nothing about it being sold [there having been a report to that effect].—Farmers Co-op. Elvtr. Co., Robert W. Jark, mgr..

Avoca, Neb.—We now have charge of both elevators at this station. We intend to buy grain and deal in seeds here. This is a territory where there is some red clover seed raised.—Marquardt Elvtr., Fred Marquardt.

Sidney, Neb.—H. E. Bauman, representative of the Redick Grain Co. in this section, with headquarters in this city, resigned recently to go into other business, and Frank Mead of the home office is representing the company here until another man can be appointed.

Minatare, Neb.—L. P. Lupher s elevator at this point was damaged by fire on the afternoon of Sept. 20, believed to have been caused by sparks from a passing train. Quick action by volunteer firemen was successful in putting out the fire before much damage was done.

Superior, Neb.—We have closed our Superior, Neb., office for this year. Our manager, Ernest Lieber, is now making his headquarters in Omaha. We will probably open our Superior office next July.—Trans-Mississippi Grain Co., O. E. Harris, vice-pres. (headquarters Omaha, Neb.)

Tilden, Neb.—The Tilden Mills plant here, owned by John W. Tighe, burned during the last week of September together with 2,000 bus. of wheat; insurance was carried. The mill and the elevator attached were frame, the elevator only being operated. The property was valued at $35,000.

Omaha, Neb.—Austin D. Sturtevant, who holds an executive position with the Trans-Mississippi Grain Co. and whose father, C. D. Sturtevant, is pres. of that company, was married on Sept. 21 at Beatrice, Neb., to Miss Catherine Bradley. The young couple will make their home in this city.

Arnold, Neb.—I have bot in with the Lexington Mill & Elvtr. Co. at this point. We have put in a full line of Purina feeds besides a full line of mill products. Have built two new warehouses, one on each side of the elevator, also covered warehouses and elevator with iron. Have put in a new 10-ton 18-foot platform Fairbanks Scale.—Roger Gorman.

Lincoln, Neb.—The Nebraska Ass'n of Grain Elvtr. & Mill Operators, J. N. Campbell, sec'y, will hold its first annual convention in this city on Oct. 29 and 30 at the Lincoln Hotel, opening at 1:30 p. m., Tuesday, Oct. 29, with an address by Pres. T. B. King. Prof. P. H. Stewart of the Nebraska College of Agriculture will give a talk on "Our Mutual Problems"; C. H. Brassee of Omaha on "Fire Prevention in Country Elevators"; Harry Clark, chief inspector of the Omaha Grain Exchange, will speak on the practical features of grain inspection, all of these talks being open for general discussion. Tuesday evening at 6:15 the banquet will be held, followed by an address by Hon. John E. Curtiss, chairman of the Nebraska State Railway Commission. On Wednesday morning Hon. H. J. McLaughlin, sec'y of agriculture, will speak. C. D. Sturtevant, pres. of the Trans-Mississippi Grain Co. and former pres. of the Grain Dealers National Ass'n, will address the convention on "Trade Ass'ns a Necessity." Also on Wednesday the election of officers will be held and resolutions adopted.

NEW ENGLAND

Boston, Mass.—Applicants for membership in the Grain & Flour Exchange include W. E. Horne.

Boston, Mass.—Workmen with torches, installing new electric elevators in the Grain & Flour Exchange Building, caused a slight fire on Sept. 21, doing a damage of $3,000 according to the fire department estimate.

Boston, Mass.—The recently incorporated firm of Clark & Richardson, Inc., mentioned in the Sept. 10 number of the Journal, is said to have been organized by interests identified with the C. M. Cox Co.

NEW MEXICO

Clovis, N. M.—We have put in a new 10-bu. Richardson Scale, replacing an old scale of smaller capacity.—Farmers Elvtr. Co., Robert Stone, pres.

Texico, N. M.—We have recently completed improvements in our elevator at Texico, N. M., as follows: New leg installed, capacity 2,400 bus. per hour, Winter Drive, all ball bearing, and new 10-bu. Richardson Automatic Scale.—Farmers Elvtr. Co., Robert Stone, pres.

Portales, N. M.—We have under construction a 20,000-bu. elevator for the Farmers Co-op. Ass'n at Portales, N. M. We just recently installed entirely new machinery for the Farmers Elevator at Texico, N. M., and a 10-bu. Richardson Scale for the Farmers Elevator at Clovis, N. M.—Rochelle-Fletcher.

NEW YORK

New York, N. Y.—The sixth trading post was installed on the securities floor of the Produce Exchange on Oct. 4. The volume of sales has been running more than 100,000 shares a day so far for October, and during September a new record was made, totaling sales of 2,524,078 shares.

New York, N. Y.—Among those recently elected to membership in the Produce Exchange is Herbert P. Dennis. Those who have applied for membership are: Samuel S. Lerner, Benjamin Jacobson, Donald D. Dates, Joseph Stone, L. C. Davisson. Applicants for associate membership are: I. J. Sherman, W. C. Cool. The following have recently resigned from membership: Edward L. O Neill, Richard Henderson, Victor E. Newcomb, William M. Enstrom.

NORTH DAKOTA

Garrison, N. D.—A grain cleaner was recently installed by the Schneider Elvtr. Co. here.

Silverleaf, N. D.—The Silverleaf Farmers Elvtr. Co. has bot the Monarch elevator here.

Berlin, N. D.—B. T. Steen is now the manager of the Equity Elvtr. & Trading Co.'s elevator.

Hazelton, N. D.—The Hazelton Elvtr. Co. is erecting a 16x16 foot, 26 feet high, building for a first-class feed mill. The Hogenson Const. Co. has the contract.

Merricourt, N. D.—A. Thompson's elevator burned Sept. 26; loss, $32,000; building partly insured, grain fully insured. Grain to the amount of 25,000 bus., valued at $18,000, was destroyed.

Anamoose, N. D.—S. A. Perry, owner and operator of the Anamoose flour mill, which has been closed for several years, has reconstructed the mill and reopened it. He plans doubling the capacity by next fall.

Galesburg, N. D.—The Monarch Elvtr. Co.'s elevator at this point was wrecked by the T. E. Ibberson Co. and it was moved to Barnesville, Minn., and the materials were used in the erection of a new elevator there.

Cummings, N. D.—The Monarch Elvtr. Co. had the T. E. Ibberson Co. wreck its elevator here and move it to Barnesville, Minn., and all material that was usable was put into the construction of the Monarch elevator at that point.

Hatton, N. D.—The Hegge Grain Co. [reported in the Aug. 25 Journal as having been bot by the Hoover Grain Co. of Minneapolis] is run under the name of the Gilbertson Elvtr. Co. The elevator has been repaired, fitted up with motors and is up-to-date.—O. Gilbertson, mgr.

OHIO

Birmingham, O.—The plant of the Birmingham Mill & Supply Co. burned on Sept. 21.

Oak Harbor, O.—Stock of the Emery Thierwechter Co. stored in a frame warehouse was damaged by fire on Sept. 26.

Prospect, O.—The Prospect Farmers Exchange has installed a new truck dump and chain feeder furnished by the Sidney Grain Machinery Co.

Shiloh, O.—We have just completed a new string of coal bins, 90x20 feet. We have installed a new Fairfield Conveyor.—Shiloh Equity Exchange Co., H. A. Garrett, mgr.

Madison Mills, O.—An air blast car loader and other equipment were recently installed by the Madison Mills, the same having been obtained from the Sidney Grain Machinery Co.

Ada, O.—Part of the Farmers Exchange Co.'s elevator that was burned several years ago is being rebuilt and the stockholders hope to be able to rebuild the entire structure some time in the future.

Fostoria, O.—The Fostoria Milling & Grain Co., Inc.; capital stock, $25,000; officers: William Horn of Castalia, pres.; Oscar Slosser, Fostoria, sec'y-treas.; W. G. Bennett, McComb, vice-pres.

Bryan, O.—George H. Dawson of the firm of Poast & Dawson, who have an office here and operate an elevator at Alvordton, O., died at a Toledo hospital on Sept. 16, aged 50 years. He had been a resident of Bryan all his life. A widow and one son survive him.

Columbus, O.—The Ohio Grain, Mill & Feed Dealers Ass'n will hold its semi-annual fall meeting on Wednesday, Nov. 6, at the Deshler Hotel, this city, where luncheon will be served at 12 o'clock, the meeting following. There will be good food and good speakers. Non-members are welcome.

Sylvania, O.—We have the only grain elevator in Sylvania and we are the only dealers who have bot any grain here for 20 years, but we are going out of business and will wreck the building. There is practically no grain here at the present time and this district is building up so fast that there is not any land left for grain.—E. G. Howard.

Condit, O.—Stockholders of the Condit Farmers Elvtr. Co., with branches at Sunbury and Centerburg, which has been operating for a month or more under a receivership, are considering merging with G. J. Burrer & Sons, who also operate elevators at Sunbury and Centerburg, with headquarters at Sunbury, and for that purpose a com'ite was appointed to confer with the Burrer company.

Toledo, O.—The Northwest Ohio Farmers Grain Dealers Ass'n held its regular meeting at the Waldorf Hotel, this city, on Oct. 7, starting with a 6 o'clock dinner. The hosts of the evening were the F. S. Royster Guano Co. and the Chase Bag Co., and those attending the meeting were taken by buses in the afternoon to the plants of these two companies. Good entertainment and a fine program were the order of the evening, the speakers being Dan Kressler, D. Hatherly, J. W. Owen, F. A. Wand, D. W. McMillen, L. C. Schmunk, H. J. Hornung and K. D. Keilholtz.

OKLAHOMA

Leedey, Okla.—The Farmers Clearing House plant burned on Sept. 28. The fire originated in the elevator head.

Lawton, Okla.—On Sept. 25 fire originating in the coal house of the Chickasha Milling Co. caused slight damage.

Cherokee, Okla.—The Oklahoma Wheat Pool Corp. has installed in its elevator here a machine for treating seed for smut.

Nash, Okla.—W. F. Gibson, manager of the Chocktaw Elvtr. Co.'s elevator here, accidently fell into a wheat bin recently and broke two ribs.

Oklahoma City, Okla.—The Empire Grain Co. incorporated; capital stock, $5,000; incorporators: Frank Vandever, Ora M. Vandever, Helen K. Vandever, all of this city.

Hardesty, Okla.—Work has been rushed on Hopkins & Mason's new elevator here in hopes of having it completed in time for the fall row crop of kafir, feterita and maize, of which a heavy tonnage is expected this year.

Oklahoma City, Okla.—Announcement has been made by E. H. Linzee, state grain inspector, that the state laboratory for the free testing of wheat and feed samples, which the state legislature authorized, will open Nov. 1.

Kingfisher, Okla.—The new concrete elevator under construction here for the Bob White Flour Mills, as mentioned in the Aug. 10 Journal, is expected to require five months for completion. Warehouses and an office building will probably be built next year. The Southwestern Engineering Co. has the contract.

Hennessey, Okla.—Loss of our frame elevator by fire Sept. 3 will hasten plans for the erection of a larger fireproof house which has been under consideration for several months. Letting of a contract for a new structure of 100,000 bus. capacity will be made as soon as details pertaining to location are worked out.—Star Mill & Elvtr. Co.

PACIFIC NORTHWEST

Downey, Ida.—The Inter-Ocean Elvtr. Co. has recently installed a dump at its local elevator.

Portland, Ore.—Transactions on the Grain Exchange in futures have been 1,500,000 bus. each month since starting.

Ferdinand, Ida.—Fire originating from electrical cause severely damaged the elevator of the Ferdinand Grain Co. on Sept. 14.

Portland, Ore.—George Campbell, a member of the old time grain firm of Sanford, Campbell & Henley, was married at Seaside on Sept. 15.

Amity, Ore.—Alfred Abraham, Zoe Abraham and James E. Burdett are associates in a $20,000 corporation to sell and buy grain and seeds and operate warehouses, having offices here.

The Dalles, Ore.—The Dalles Co-op. Union Elvtr. Co. has leased its elevator to R. P. Darielle who is doing business under that name.—The Dalles Union Co-op. Elvtr. Co., by I. F. Hill.

Seattle, Wash.—H. J. Barneson & Co. were recently elected to membership in the Grain Exchange, the company being members also of the Stock Exchange, the Chicago Board of Trade, New York Stock Exchange and also Curb Exchange, San Francisco Stock Exchange and also Curb Exchange, Portland Stock & Bond Exchange and also Grain Exchange. The company has extensive wire facilities reaching all important securities and commodities markets thruout the country. Seattle offices are in the Hoge Building where B. J. Fothergill is the manager.

Tacoma, Wash.—The manager of the new elevator now under construction by the Port of Tacoma will be R. D. Hunt, who will also supervise the construction, having had experience in such work both on the Pacific Coast and in Chicago and the Great Lakes region. Until a year ago Mr. Hunt was in charge of the Hanford Street Terminal of the Seattle Dock Commission, and previous to that was superintendent of the Astoria grain elevator. For the past year he has been selling milling machinery in the Northwest, representing several eastern houses. It is said that the new elevator will have a capacity of 650,000 bus.

Stites, Ida.—The Fred Huffman Warehouse & Mercantile Co.'s warehouse here burned during the third week of September, 20,000 bus. of wheat being destroyed and damaged.

Sprague, Wash.—Work has started on the construction of the first bulk grain elevator at this point, Joe Gaffney and Sam Ringwood being partners in the enterprise. It will have a capacity of 32,000 bus., with ground dimensions of 32x40 feet and a height of 65 feet at the center and 40 feet for the main part. It will be run by electricity.

PENNSYLVANIA

Strausstown, Pa.—Frederick Brod of Reading has bot the flour mill here from the Estate of Peter Ulrich.

Philadelphia, Pa.—The Commercial Exchange opened its new securities division on Oct. 1 with George W. Kendrick III in charge.

Bangor, Pa.—In putting out a fire at the Flory Milling Co.'s plant here recently firemen did about $10,000 damage with the water. Starting in a grinding machine the fire drew up thru a spout to an elevator boot.

SOUTH DAKOTA

Argonne, S. D.—The Fleischmann Malting Co. is installing a new hydraulic grain dump at its elevator here.

Broadland, S. D.—The Broadland Equity Exchange has had the Leathers-Hurle Const. Co. install a new 10-ton Fairbanks Scale.

Frankfort, S. D.—The Farmers Elvtr. & Milling Co. has recently installed two Winters head drives. The Leathers-Hurle Const. Co. did the work.

Tulare, S. D.—We are now operating the elevator we recently took over here formerly known as Siberz Bros. & Craig as Farmers Grain & Lumber Co.—J. E. Rush, mgr.

Colton, S. D.—We expect to renail and paint the metal sheeting on both our grain and coal elevators next spring, also repair the grain elevator foundation, etc.—Farmers Elvtr. Co., A. E. Wettestad, mgr.

Arlington, S. D.—We are now operating two grain elevators at Arlington, one of which has a capacity of 30,000 bus., and the one we have just purchased (the Reese elevator) has a capacity of 100,000 bus. The latter house will be used as a transfer and storage plant and we will also operate a feed mill in connection with it. The Farmers Elvtr. Co.'s house is the only other elevator now in operation in Arlington.—Geo. P. Sexauer & Son, E. X. Sexauer, sec'y-treas.

SOUTHEAST

Manassas, Va.—The Manassas Milling Co. and the Riverton Milling Corp. of Front Royal are reported to have been consolidated under one management.

Chester, S. C.—The Guy Co. Mills incorporated; incorporators: R. C. and J. W. Guy; a new concern that contemplates establishing a flour mill here.

Spencer, W. Va.—C. A. Parrish & Co. incorporated; capital stock, $50,000; incorporators: C. A. Parrish, Virginia L. Parrish, Viva O. Wolfe, W. A. Ball, Harold Boyles; to operate a mill.

TENNESSEE

Greeneville, Tenn.—The Baileyton Flour Mills near here burned recently; loss about $10,000; insurance on plant, $4,500. About 4,500 bus. of wheat was destroyed. A large quantity of the wheat was owned by farmers. Alexander Hughes owned the plant.

Memphis, Tenn.—It has been announced that on Oct. 1 the Federal Government will take operative control of the river and rail terminal, while the city will have control of the warehouses and storage facilities. It is expected that work will be started on a grain elevator to be erected by private capital within a few months.

TEXAS

Plainview, Tex.—At present we have under construction a sweet feed plant for the Noble Grain Co. here.—Rochelle-Fletcher.

Lockhart, Tex.—C. R. Cheatham & Co., grain dealers, lost a large quantity of feedstuff in a fire recently. Insurance covered the loss.

Tom Bean, Tex.—Extensive repairs have been made at the plant of the Tom Bean Grain Co. and the buildings have been painted. The manager is G. W. Francis.

Van Alstyne, Tex.—The Grayson Mill & Grain Co.'s hay barn here, together with several tons of grain and a quantity of feed, burned late in September; loss about $10,000.

Dallas, Tex.—J. C. Crouch, general manager of the Perry Burrus Elvtrs. here, came into the possession of a daughter on Sept. 26 who on arrival tipped the scales at nearly 8½ pounds.

Ft. Worth, Tex.—Mullin-Brackett Grain Co., Inc., incorporated; capital stock, $20,000; incorporators: P. J. Mullin and W. O. Brackett; to conduct a general consignment and brokerage business. Mr. Mullin has been operating the P. J. Mullin Grain Co., and Mr. Brackett was formerly manager of the Exchange Commission Co., the new concern being a consolidation of the two.

Fort Worth

The fastest Growing Grain Market in the Southwest is the logical market for your grain.

Try any of these Grain and Cotton Exchange Members:

Tillery Grain Commission Co.
Wheat Consignments Our Specialty

Transit Grain & Commiss'n Co.
Consignments, Brokerage

Uhlmann Grain Co.
Domestic, Export, Futures, Consignments

J. S. Bache & Co.
Grain and Cotton Futures

James E. Bennett & Co.
Grain, Stocks, Provisions

Kimbell Milling Co.
Exporters, Grain Merchants, Public Storage

Mullin-Brackett Grain Co.
Strictly Brokerage and Consignments

E. M. Rogers Co.
Strictly Brokerage and Consignments

Smith-Ingraham Grain Co.
Domestic, Export Grains, Consignments

Southwest Grain & Comm. Co.
Brokerage and Consignments

Sonora, Tex.—Hall Bros. Feed & Grain Co., Inc., contemplates the erection of a large warehouse for the storage of grain, feed, flour, etc. H. V. Stokes will be manager at this point for the company, which has warehouses also in Barnhart and several other Texas towns and a mill at San Angelo.

Gainesville, Tex.—We took over the grain and feed business of Keel & Son on the first of April, here at Gainesville, and at the present time they are engaged in the brokerage business with an office in this city. We got into the grain business rather late this season, therefore have not done a very extensive carload business, but with the next crop year hope to deal extensively in this line. However, we have had a wonderful business in the feed and flour line in this and adjacent counties. We hope to grow into one of the best if not the biggest grain firms in north Texas.—Culp & King, Travis King.

UTAH

Salt Lake City, Utah.—It is expected that the reorganized Lakeside Milling Co. of this city and the Pendleton Flour Milling Co. of Pendleton, Ore. (the latter having purchased the former, as reported in the Journal's last number), will be operated as the Western Milling Co. Fred Dashiell, formerly manager for Strauss & Co., Inc., at Spokane, has been made manager of the Lakeside Mill.

WISCONSIN

Itasca, Wis.—A concrete annex, 74½x125 feet, to have a capacity of 567,000 bus., has just been started here for the Itasca Elvtr. Co. by the Barnett & Record Co. It will have 15 large bins and 10 interspace bins. The dock will be extended 129 feet.

Deer Park, Wis.—After five carloads of grain had been put into the grain elevator of the New Richmond Roller Mills Co. at this point recently the building collapsed. The grain was damaged but slightly. The elevator will not be rebuilt but a warehouse will be put up later to replace it.

Kendall, Wis.—The Western Supply Co. has under construction an addition to its plant for grain bins and a feed mill.

MILWAUKEE LETTER.

Chamber of Commerce memberships are selling at $650.

The rate of interest for the month of October has been determined by the finance com'ite of the Chamber of Commerce at 7%.

The firm of Hensey & Owen, grain commission merchants, in existence since 1916, consisting of John C. Hensey and Oliver C. Owen, dissolved as of Oct. 1, 1929, is the announcement made Oct. 4 by Mr. Hensey. The business will be continued by Mr. Hensey under the name and style of John C. Hensey.

WYOMING

Moorcroft, Wyo.—The Harris Livestock Co. has built a warehouse in connection with its recently completed elevator here [reported in the Sept. 25 Journal].—W. H. Cramer Const. Co.

Lusk, Wyo.—The Dolphin Jones Grain Co. bot the elevator owned by H. N. Best, taking possession Aug. 1. C. E. Marvin, former manager at Concord, Neb., is manager. The elevator is located on the C. & N. W. R. R. and handles grain, coal, feed, salt and livestock.—C. E. Marvin.

25 Years of Earnest Work for the Grain Trade.

[Continued from page 452.]

Receipts had increased to $78,901.02, according to the report of Sec'y Quinn, and expenditures to $57,068.23, leaving a balance of $21,832.79 on hand.

G. D. N. A. Annals of 1920-21.

The 25th anniversary of the Ass'n was celebrated at Chicago, Ill., Oct. 3 to 5, 1921, with nearly 200 present at the opening session.

Rules governing transaction in feedstuffs as agreed upon by com'ites of feed handlers, grain dealers and millers after a year and one-half of work, were adopted by the Ass'n.

Alex. MacDonald of Boston tried to get a modification of No. 38 of the trade rules, but failed, only to bob up again in later years.

A resolution was adopted condemning class legislation as fathered by the Agricultural Bloc.

Henry L. Goemann having retired Mr. McCord of the executive com'ite and Sec'y Quinn employed a traffic expert on salary to carry on Mr. Goemann's work as chairman of the Transportation Com'ite, but results were disappointing and this office was discontinued later.

ADDRESSES were delivered on the following topics: "Bloc Legislation," by Joseph P. Griffin, pres., Chicago Board of Trade; "Back to the Republic," by Harry F. Atwood, attorney and author of Chicago; "Origin and Effect of Freak and Class Legislation," by John B. Maling, New Haven, Ind.; "The Way to Better Conditions," by Gov. Warren T. McCray, Kentland, Ind.; "Our Financial Debauch," by D. R. Forgan, pres. of the National City Bank, Chicago; "The Corn Borer," Prof. Geo. I. Christie, Purdue University, Lafayette, Ind., and "The Pure Food & Drugs Act," by Dr. R. E. Doolittle, U. S. Dept. of Agri.

Officers elected for the ensuing year were: Pres., Ben E. Clement, Waco, Tex.; 1st v. p., F. E. Watkins, Cleveland, O.; 2d v. p., D. M. Cash, Decatur, Ill.; directors for 2 years: B. C. Moore, Kansas City, Mo.; C. D. Sturtevant, Omaha; A. S. MacDonald, Boston; F. D. Jackson, Tampa, Fla.; S. C. Armstrong, Seattle, Wash.; Harry M. Stratton, Milwaukee, Wis.; Jesse J. Culp, Warrensburg, Mo.; H. F. McCarthy, Minneapolis; Marshall Hall, St. Louis; E. F. Brown, Lewistown, Mont.; Robert Ryon, Lansing, Mich.; H. B. Fowler, Charlotte, N. C.; A. J. Ames, San Francisco, Cal.; E. H. Beer, Baltimore, Md.; and W. B. Bashaw, Montreal, Canada; for 1 year E. M. Wayne, Delavan, Ill.

The membership stood at 4,561. Receipts were $81,842.96 and cash and Liberty bond assets were $13,784.05.

A move to launch a co-operative organization for the marketing of soy beans in Illinois has been made at a meeting of county farm agents at the University of Illinois. Selection of a board for the co-op has been authorized. Money is not the only thing needed to market a crop profitably. Experience, intelligence and industry are far more necessary.

Do you know what these *leaks* cost you?

The new Randolph catalogue offers you, without cost, an easy way to determine for yourself the actual money loss in your plant due to leaks such as are illustrated in the above cut. Send for a copy of this catalogue. It is free—write today.

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Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages 4½x7 inches. Price, leather bound, $3.00; paper, $1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, $2.50; cloth, $2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3¾x6 inches. Cloth bound. Price $2.00.

Cross Telegraphic Cipher Code: 9th edition revised for provision and grain trades. 145 pages 4½x5¾ ins. Cloth bound. Price $3.50.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use o five-letter words, any two of which may be sent as one. Price in English, $20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. $15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6½x9 inches, bound in leather. Price $15.00.

Riverside Flour Code, Improved (5 letter revision): Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches. 304 pages. Bound in flexible leather, $12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6¾x8¼ ins. 350 pages, bound in keratol. Price $10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Field Seeds

WASHINGTON, IA.—Leo Shelangoskkie & Son have opened a seed establishment.

BEAVER DAM, WIS.—The Mayr Seed & Feed Co. is building an addition to its plant.

WORTHINGTON, N. D.—B. P. St. John & Son are building an addition to their seed plant.

LOUISVILLE, KY.—John R. Watts & Son's new elevator, warehouse and seed cleaning plant is about complete.

FRANK S. LOVE, sec'y of the Southern Seedsmen Ass'n, has become southern representative for Shepard Laboratories.

MOOSE JAW, SASK.—The Saskatchewan Registered Seed Co. is said to be contemplating the erection of an elevator here at an expense of $300,000.

STURGEON BAY, WIS.—E. J. Delwiche, superintendent of the experimental station branch, has developed a new variety of corn that ripens in a scant 90 days.

DEKALB, ILL.—The DeKalb County Soil Improvement Ass'n is rebuilding its seed warehouse which was damaged by fire. The building will be of brick, two stories and basement.

MT. STERLING, KY.—The William H. Pieratt Co. has been incorporated for $10,000 by William H. Pieratt, Roger Dale and Charles E. Pieratt to deal in field seeds, commercial feed and supplies.

THE OKLAHOMA Grain Dealers Ass'n is co-operating with Oklahoma Agricultural & Mechanical College in a campaign against smut. Local campaigns are being put on in every district which reports smut.

AMERICAN SEED Trade Ass'n's mail order group met Sept. 26 and 27 at the Hotel Sherman, Chicago. The members reported supplies of seeds available for the coming season as better balanced than for many years.

SEATTLE, WASH.—W. A. Vollstedt, who has sold his business at Tangent, Ore., to the Jenks-White Seed Co., as reported in the Journal, has become associated with the Charles H. Lilly Co., to buy and ship rye grass seed.

NEW YORK, N. Y.—International Seed Testing Laboratories, Inc., has changed the corporate name to International Seed Service, Inc., to better fit the varied services extended clients. The personnel of the laboratories is unchanged.

MINNEAPOLIS, MINN.—Lyndon King represented the Farm Seed Ass'n of North America at a hearing before the director of the budget at which larger appropriations for research in the U. S. Dept. of Agriculture were considered.

CHICAGO, ILL.—George O. Smith, sec'y of the Farm Seed Ass'n of North America, has been in Washington giving his attention to details of the organization of the seed trade practice conference to be held in Chicago in December.

SWEET CLOVER seed production is expected to show a 15 to 30% increase over the crop of last year, says the U. S. Dept. of Agriculture. The acreage is not as large but the yield per acre will be greater. The quality is reported as good.

HALIFAX, N. S.—John F. Mahoney, minister of natural resources and sponsor of a movement to double the amount of seed produced in Nova Scotia, was killed in a collision between his auto and a street car on one of the principal streets here.

MADISON, WIS.—Clover seed from 22 states and 11 foreign countries is being tested at the Wisconsin College of Agriculture by A. L. Stone, state seed and weed commissioner. The importance of clovers to the dairying interests of the state prompted the experiments.

LOS ANGELES, CAL.—Alfalfa and cereal seeds occupied most of the time of the recent quarterly meeting of the California Seed Council. The organization is a new one but officers report it is functioning well as a clearing house for information on the drive for better farm seeds.

McGUFFEY, O.—Jones & Bowers have dissolved partnership after 30 years. The two men will continue independent businesses. J. A. Jones has located his business with the Michigan Land Co. headquarters, being manager of that concern, and Willis W. Bowers and his four sons have organized under Willis W. Bowers & Sons.

BRISTOL, NEW BRUNSWICK — The Dept. of Agriculture has established a seed cleaning plant here with D. F. McLean in charge. The plant is in line with the governmental policy of improving seed and urging certified seed. Major attention is being given to oats for the present.

SIOUX CITY, IA.—The new plant of the Wertz Seed Co. has been completed. The company deals in feeds as well as seeds. The capacity of the main elevator leg is 2,000 bus. per hour. The leg and conveying equipment and 8 feeders for mixing were supplied by Sprout, Waldron & Co. The Weller Mfg. Co. furnished the car unloader and Strong-Scott Mfg. Co. the man-lift and scalper. The buckets were supplied by the K. I. Willis Corp. An Invincible Grain Cleaner has been installed. Other equipment includes a flaking roll for rolled oats, oat groat and cracked corn polisher. A large capacity oat huller has been installed. The plant is powered by individual motors, ranging from 5 h. p. to 200 h. p.

RIVERSIDE County, Cal., has ordered 42 tons of certified Kanota oats seed from Kansas Agricultural College thru a group of California grain men interested in the pure seed movement. The value of Kanota variety has been tested in the county. The crop will be one of the largest plantings of certified oats in the history of the state.

RED CLOVER prospects improved in Europe with favorable weather in early September, especially in Hungary, Czechoslovakia and Poland as well as in parts of Germany where seed was harvested again this year, reports the U. S. Dept. of Agriculture. In France slight improvement took place. In England the crop was small in contrast to the large one of a year ago.

CHICAGO, ILL.—The seed businesses and physical properties of the John L. Kellogg Seed Co. and the Warren-Teed Seed Co. with practically the same personnel will be consolidated under the name of Warren-Teed Seed Co. The name change, which does not affect business policies or personnel, was made to eliminate confusion. All of the activities of the company will be operated under the Warren-Teed name.

DECLARING the loss from weeds in the United States is more than a billion dollars annually, A. L. Stone, state seed and weed commissioner for Wisconsin, has issued an appeal to all branches of the seed industry to aid in the war against noxious weeds. Farmers are being urged to buy from reliable dealers only and to buy seed only when the content of the lot is known. Mr. Stone stresses the necessity of purity and germination tests.

Directory

Grass and Field Seed Dealers

AMARILLO, TEXAS.
Herdeman-King Co., field seed merchants.

BALTIMORE, MD.
Wm. G. Scarlett & Co., wholesale and merchants.

CHICAGO, ILL.
Kellogg Seed Co., John L., field seeds.

CINCINNATI, OHIO.
McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.
The Bowman Seed Co., wholesale field seeds.

COUNCIL BLUFFS, IOWA.
Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds.

KANSAS CITY, MO.
J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.

LIMA, OHIO.
Ackerman Co., The, wholesale grass field seeds.

LOUISVILLE, KY.
Louisville Seed Co., seed merchants.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.
Northrup King & Co., field seeds.

ST. JOSEPH, MO.
Mitchelhill Seed Co., wholesale fields seeds.

ST. LOUIS, MO.
Corneli Seed Co., field seed merchants.
Mangelsdorf & Bros., Ed. F., wholesale field seeds.

SEDGWICK, KAN.
Sedgwick Alfalfa Mills, field seed merchants.

Oats from Germany for Canada.

Germany is reported offering oats to Montreal and the offer is creating much interest among grain men on the eastern seaboard.

The offers are for Oct. shipment, in 4,000 to 5,000 tons lots at 56c per bus. of 34 lbs., c.i.f., Montreal. One cent more per bus. is being asked for parcel lots with minimum of 1,000 tons.

The price quoted is about the value of No. 2 white oats on the seaboard.

First Grain Export Thru Hudson's Bay.

The first shipment of grain from the Canadian prairie provinces ever to be exported from Churchill left that port Sept. 12, bound for the London offices of the Hudson's Bay Co.

The shipment consisted of a ton of No. 1 Northern from Southern Manitoba and was packed in a thousand tiny sacks. James Richardson & Sons, Ltd., handled the transaction for the Hudson's Bay Co., the old firm of gentlemen adventurers and being privileged to make the first grain shipment thru the Bay route after its journey over the new Port Churchill railroad.

The sacks will be distributed as souvenirs by officials of the Bay Company.

Imports and Exports of Seeds.

Imports and exports of seeds, in pounds, for August compared with August 1928, and the eight months ending with August, are reported by the Buro of Foreign and Domestic Commerce, as follows:

	August 1929	August 1928	7 mos. ending Aug. 1929	7 mos. ending Aug. 1928
IMPORTS.				
Alfalfa	*	110,021	833,673	385,107
Red Clover	10,780	43,200	6,012,934	4,924,784
Alsike	87,112	78,239	3,796,411	4,972,654
Crimson clover	1,977,324	2,154,288	2,428,824	2,326,406
Other clover	145,100	277,573	4,383,183	5,745,517
Vetch	358,716	454,038	2,052,685	2,903,769
Grass seeds	588,992	764,514	4,855,292	5,347,449
Sugar beet	*	*	13,730,183	12,099,935
EXPORTS				
Alfalfa	61,698	119,021	398,456	415,997
Red clover	*	29,763	145,424	311,894
Other clover	32,419	101	181,330	243,322
Timothy	34,766	95,667	4,440,588	8,073,210
Other grass sds	1,116,004	809,548	4,543,878	2,757,973
Other field sds	16,025	24,142	2,132,487	1,793,066

* None.

Com'ites of Farm Seed Ass'n.

Com'ites for the Farm Seed Ass'n of North America have been selected by the pres., H. Trimble McCullough, Cincinnati, O. The com'ites and the chairmen are:

Arbitration, L. L. McCulloch, Minneapolis, Minn.; To Provide Income, A. H. Flanigan, Crawfordsville, Ind.; Foreign Relations, E. F. Crossland, Toronto, Canada; Grievance, H. Trimble McCullough; Legislative, Marshall H. Duryea, New York City; Membership, Robert McCullough, Cincinnati, O.; Seed Verification, A. H. Flanigan; Trade Practice, F. W. Kellogg, Milwaukee, Wis., and Traffic, J. George Mann, Minneapolis, Minn.

Wonder Grass Fakir in Custody.

A. W. Miller, salesman for "herbae-mira," the wonder grass seed that sells for $1 a lb. despite the fact that it is composed principally of rye grass and meadow fescue, has been apprehended along with his uniformed chauffeur.

Sought for months as a swindler by members of the seed trade, Miller was captured thru the combined results of publicity, George O. Smith, executive sec'y of the Farm Seed Ass'n of North America and seed dealers in Utah and Idaho.

Miller appeared in Salt Lake City, Utah, approached officials of the Utah Copper Co. and the Bennett Gas & Oil Co., and clinched his sale with the declaration that the wonder grass would grow without much watering and what is still more wonderful would form and maintain a beautiful lawn without much mowing. This grass it seems understands just what height to reach to satisfy the most discriminating.

This transaction was exposed. Miller told his customer he was going to work Utah and Idaho. Sec'y Smith wired the members of the Farm Seed Ass'n in those states and Miller was captured at Price, Utah, where he, it is charged, attempted to sell "exclusive" retail rights of his seed to two stores as well as selling his product.

The flaxseed situation looks strong for the fall and winter months, says the Archer-Daniels-Midland Co. in pointing out the small quantity of the old crop remaining in Argentina, the small domestic crop, the lack of an accumulation of oil and urgent demands for prompt shipments. The proposed tariff increase also is named. The position is founded upon normal activities of the winter months.

Changes in the federal warehouse act to make it more adaptable to the storage of wool were urged by those who attended a conference with members of the Federal Farm Board. A proposal to pattern a wool marketing organization after the projected National Grain Corporation was made. Use of twice as much wool in the U. S. as is produced domestically was pointed out as a big aid in plans for the proposed agency.

Seed Movement in September.

Receipts and shipments of seeds at the various markets during September as compared with September, 1928, in bushels, where not otherwise indicated, were:

	Receipts 1929	Receipts 1928	Shipments 1929	Shipments 1928
FLAXSEED				
Chicago	115,000	6,800	.....	2,000
Duluth	1,321,504	578,137	687,712	444,155
Ft. William-Pt. Arthur	50,920	47,117	116,877	54,567
Milwaukee	128,690	101,530	1,430	.....
Minneapolis	2,939,230	3,453,790	750,250	793,400
Sioux City	11,000	122,000	.....	.....
Superior	829,373	109,801	257,808	55,000
KAFIR AND MILO MAIZE				
Denver	1,200	3,600	.....	.....
Hutchinson	33,800	13,000	.....	.....
Kansas City	96,800	50,600	139,000	171,000
Galveston	.....	.....	12,857	.....
St. Joseph	1,500	3,000	.....	.....
St. Louis	27,600	66,000	37,200	40,630
Wichita	5,200	1,200	.....	.....
Sioux City	3,000	.....	.....	.....
CLOVER				
Chicago (lbs.)	1,225,000	958,000	165,000	288,000
Milwaukee (lbs.)	178,650	791,358	96,260	214,221

Germination Under Canada Seed Act.

Minimum germination percentages for wheat, oats and buckwheat have been altered by Joseph Hiram Grisdale, deputy minister of agriculture for Canada, under powers of regulation granted in the seeds act.

The minimum percentage for Registered No. 1 wheat is now 95%, for No. 2, 90 and No. 3, 85. For oats the new minimums are 90% 85 and 80 for Registered Nos. 1, 2 and 3. For general seeds of commerce the precentages are fixed at 80% 75 and 65 for the three grades of buckwheat seed.

Seed Council for Illinois.

While the movement for the organization of a seed council for Illinois has not reached a point where definite action can be taken, representatives of all branches of the industry from producer to processor are showing an active interest and the eventual success of the project seems assured.

The development of a mutual understanding and an organized voice for all groups interested will be a definite help in the war against weeds, leaders of the groups declare.

Insect and crop disease problems many times receive notice beyond their economic importance because of the more spectacular features of such attacks while weeds which cause greater economic losses frequently get little attention.

Dept. of Agriculture to Continue Quarantines.

The U. S. Senate, without a record vote, has defeated efforts to curb quarantine activities of the U. S. Dept. of Agriculture.

The move to limit the quarantine activities was incorporated in an amendment to the tariff bill by the finance com'ite of the senate. The amendment was eliminated.

The proposed change would have refused authority to the sec'y of agriculture to forbid the importation of seeds and plant products "unless such plants or plant products are infected with disease or infested with injurious insects, new to or not theretofore widely prevalent or distributed within or thruout the United States, or unless the sec'y of agriculture has reason to believe that such plants or plant products are so infected or infested."

Will Trade in Burlap Futures.

The New York Burlap & Jute Exchange to deal in burlap, sugar bags, jute, hemp, sisal and kapok futures will open for business Oct. 16. The exchange, recently organized, numbers foreign shippers, importers, brokers and traders thruout the U. S. among its members. Officials and the members of the board of governors include executives of other commodity markets, including W. R. Pinner, sec'y-treas.; E. A. Canalizo, pres. of the New York Cocoa Exchange; F. R. Henderson, pres. of the Rubber Exchange of New York; Charles D. Orth, fiber importer and merchant and Jerome Lewine, pres. of the National Raw Silk exchange.

Standard grades and constructions have been fixed and the integrity of contracts guaranteed by a clearing house. Some members of the New York burlap trade are reported opposed to the exchange.

Grain prices will be fixed to "assure a reasonable profit to the Italian farmer" the Fascist Grain Commission has decided in furtherance of its policy of domestic wheat for all of Italy's wants.

Elevators for Poland.

Two terminal elevators, each with a capacity of 15,000 tons, and a number of smaller elevators of from 2,000 to 3,000 ton capacity are to be built in Poland. The work is estimated to cost $15,000,000.

The Bank of Poland has agreed to extend credit of 3,000,000 zlotys (about $370,000) to aid the work, reports Assistant Trade Commissioner Gilbert Redfern, Warsaw.

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WRITE FOR SAMPLES AND PRICES
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John L. Kellogg Seed Co.
526 W. 18th St. Chicago Illinois
JOHN L. KELLOGG WARREN PROCESSED DE-LUXE BRAND SEEDS SEED CO.-CHICAGO TRADE MARK

NORTH AMERICAN SEED COMPANY
MILWAUKEE, WIS.
"QUALITY BRAND"
Hardy Wisconsin Grown Clovers
FIELD SEEDS -- SEED CORN
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BUCKEYE BRAND FIELD SEEDS
Strictly No. 1 Quality
The J. M. McCullough's Sons Co
CINCINNATI OHIO

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder, Seeds Sudan Grass, Soy Beans, Cow Peas
St. Louis, Missouri

J. G. PEPPARD SEED COMPANY
Buyers SEEDS Sellers
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

Double Row of Trucks Waiting to Unload Wheat Into the 15,000-bu. Concrete Elevator of the Co-operative Equity Exchange at Copeland, Kan.

Concrete Elevator at Copeland, Kan.

Realizing the necessity for large capacity and fast handling equipment in a country where section after section makes a continuous wheat field, unbroken except for highways and the meandering beds of dry or semidry streams, the Co-operative Equity Exchange at Copeland, Kan., prepared for a big season by erecting the largest country elevator in Southwest Kansas last spring.

Towering 145 ft. in the air and surmounted by a beacon light, the house attracted grain for many miles around thru the past season, not because of the beacon light, of course, but because it had ample storage capacity and handling ability.

This town ships out more wheat than any other country point in the United States. The plant is 29x60 ft. on the ground. Its two main tanks, 28 ft. in diameter, mount 100 ft. into the air. Above them is a 45 ft. cupola. Between the tanks are three overhead bins. Total capacity is 150,000 bus. Construction is of reinforced concrete with bin walls 7 ins. thick..

The driveway on the south side of the plant is 22 ft. wide, sufficient to handle two constant streams of trucks. It has a concrete floor, under which are two sinks, with butterfly valves so grain from either dump can be diverted to either sink. The sinks have combined capacity for 12,000 bus. Dumping is done by two Kewanee All Steel Truck Lifts, both of which take their air requirements from one tank, which is kept at full pressure by a 5-hp. Fairbanks-Morse motor operating the compressor.

The two leg wells extend 28 ft. into the ground and the two legs extend 160 ft. thru the elevator well to the cupola. The 6-ply rubber belts are 12 ins. wide and carry V buckets on 9-in. centers. Each head pulley is 5 ft. across and each leg has capacity for elevating 4,000 bus. per hour. Ehrsam S.K.F. ballbearing boots and Ehrsam Distributors are used. In fact all bearings are S.K.F. Power is supplied by a separate 25-hp. Fairbanks-Morse Inclosed Motor air cooled, for each leg is transmitted thru Winter Universal Head Drives.

Outbound weighing is done thru a 2,500-bu. Fairbanks Hopper Scale, receiving its load from a small garner above and dumping directly into a 12-in. well casing, which delivers grain thru a bifurcated loading spout into cars on the side track below. This gives large loading out capacity.

A long side-track from the Santa Fe holds 46 cars, and during the rush of the season as many as 30 cars were loaded out in a single day. An International Tractor is the car puller.

Inbound wheat is weighed at the office some distance away. A 15-ton Fairbanks dial scale is located at two sides of the 4-room building. One of these weighs the trucks and wagons in and the other weighs the empties back. The office has a large, well-arranged vault for the safe-keeping of its records.

Construction was begun on Apr. 1 and completed on July 1. Shortly before completion one leg of the new house was made available and was pressed into use as the rush of grain exceeded the handline capacity of the company's old 30,000-bu. studded elevator. The old elevator is still kept busy, on wheat during the rush of the season and on coarse grains and retail grains during other periods.

The company handles an extensive group of side lines, including salt, commercial feeds, twine, feed ingredients and other commodities. More than 700,000 bus. of wheat was handled during the month of July, and by Oct. 1, the total had been run up to 1,110,000 bus.

The biggest day's run was July 1 when in 12 hours 705 truck loads, or 51,089 bus., was unloaded. The machinery is so well arranged that three men can attend to the manual operation of the house.

Al Swanson, the able manager, has the good fortune to have competent assistants in the persons of Fred Baker, weighmaster; Tandy Nichols, assistant manager, and Lee Stebbins and Walter Alinger, elevator men. Mr. Baker was formerly assistant cashier of the People's State Bank and traveling representative of the Midwest Grain Co. Net earnings of the company for the year 1928-29 amounted to nearly $44,000.

The new plant was erected by Chalmers & Borton.

Al Swanson, Copeland, Kan.
Mgr. Co-operative Equity Exchange.

New Sec'y of Millers Federation

George Livingston, Minneapolis, Minn., has been elected executive vice pres. and treas. of the Millers National Federation and will assume the responsibilities of Sec'y A. P. Husband. Mr. Husband has not been enjoying good health and is therefore relieved of his duties as sec'y-treas. but will continue to receive his salary as the result of the vote of the executive com'ite.

The presidency, which Sydney Anderson resigned, is left vacant, but the duties formerly performed by Mr. Anderson will be accepted by Mr. Livingston.

Mr. Livingston was born in Union City, O., Sept. 14, 1886, and was graduated from Ohio State university in 1909 and studied at Cornell in 1913. He served as an instructor in farm crops and with the Buro of Markets of the U. S. Dept. of Agriculture. He organized the Livingston Economic Service for Millers in 1924, this being his first direct work for that trade.

Insurance Notes.

IN IDAHO it is now a misdemeanor under State law to throw lighted smoking material from a vehicle, or in any other way deposit anything which may cause a fire, in any place where it may directly or indirectly cause a fire resulting in damage to forage on publicly or privately owned lands, says the Forest Service.

Records for grain loadings at many rural points probably fell when the Farmers Grain & Produce Co. of Ringsted, Ia., loaded 65 cars in the first nine working days of August. Manager Underwood believes it is a record that will stand for some time.

FIRE

can quickly consume your business, which has taken years to build up. Fire Barrels at strategic places throughout your elevator provide good protection against this menace.

Write for particulars relative to our better Fire Barrels and High Test Calcium Chloride which prevents freezing and evaporation.

Carbondale Fire Protection Co.
Carbondale, Penn.

20,000 Bu. Elevator at Follett, Tex.

Breaking of old sod, which, increased the acreage planted to wheat, in the vicinity of Follett, Tex., and the use of combine harvesters in practically 100% of the wheat fields, made it necessary for the Farmers Grain & Supply Co. to build a second elevator to augment its facilities for handling the crop expeditiously. The new elevator was begun last spring and was finished just in time for the new harvest. The Star Engineering Co. was the contractor.

The new structure has capacity for holding 20,000 bus. of wheat in its 8 bins, 4 of which extend to the ground and 4 of which are overhead. Bin capacities range from 1,200 to 2,700 bus.

Dimensions of the new house are 26x30 ft. on the ground, 36 to the roof, which is surmounted by a 19 ft. 8 in. cupola. Construction is studded, iron clad. A channel drain roof is used. Its equipment includes a Kewanee All Steel Truck Lift, to dump trucks over a steel grate, in the driveway, emptying the bulk grain into either side of a double pit, which has a butterfly diverting valve. The pit is a steel hopper and has capacity for about 1,500 bus. The Kewanee Air Compressor is operated by a 2 h. p. Fairbanks-Morse Inclosed Motor.

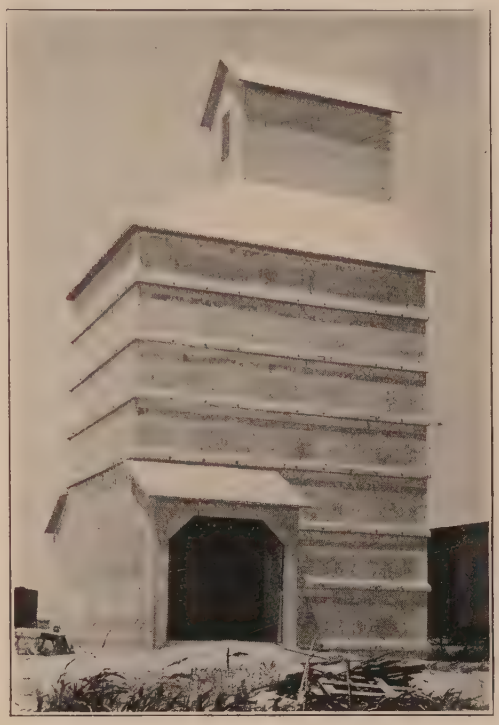
The one leg is 76 ft. long. It is fitted with a 10 in. 5 ply rubber belt carrying 9x6 in. Superior cups set on 11 in. centers. A 10 duct, 7 in. distributor is used to distribute grain to any of the bins or to an 8 bu. Richardson Automatic Scale which empties into an 8 in. well casing leading to the loading spout.

Power for operating the leg is generated by a 10 h. p. Fairbanks-Morse Inclosed Motor, direct-connected to the headshaft thru a Winters Universal Head Drive. The headshaft turns on Timken and SKF anti-friction bearings. A Union Iron Works Hyattized boot is used. A White Star Manlift makes all floors of the plant easily accessible.

All wiring is in metal conduits and the metal siding is grounded for lightning protection. Barrels of calcium chloride solution at advantagous points provide easy facilities for quickly extinguishing fires in their incipiency.

A car receiving sink makes it possible to use this elevator as a transfer house.

A year ago this company built an 18,000 bu. elevator along the same plan as the new structure, with the exception that it has a Weller car puller to reduce the loss of time in spotting cars. A 12 h. p. Fairbanks-Morse Motor is used in operating the car puller.



20,000-bu. Elevator at Follett, Tex.

The two-room office is part of the 50x40 ft. warehouse which the company uses in handling its sidelines of flour, feed and coal. It is fitted with a Fairbanks 10-ton Truck Scale and all modern office appliances for quick handling of records. Handling of heavy material between the first floor of the warehouse and the basement which is under the entire building is done with a half-ton elevator. The outside of the warehouse and office is stucco finished.

The Farmers Grain & Supply Co. at Follett was organized in 1920, with $18,000 capital stock. In 1926 C. H. Black was hired as manager. Since then the company has been making strides. Last year it built the 18,000 bu. elevator above mentioned. This year it tore down its 8,000 bu. old style elevator which last years construction augmented and put up its latest 20,000 bu. structure.

Corn Palace at Mitchell, S. D.

Completely redecorated with the use of farm products, the Mitchell (S. D.) Corn Palace told the story of the state from pioneer days to the present at the annual exposition there for the week beginning Sept. 23.

More than 2,000 bus. of corn and 20 tons of grains and grasses were used by 125 workmen in building the panels. W. A. Kearney, the designer, supervised the work. Corn cutting machines which slice the ear in half the long way were used in preparing the ears for the panel work.

The show was held for the first time 39 years ago and the festival has become an outstanding one in the state. Prizes were offered for displays this year for the first time.

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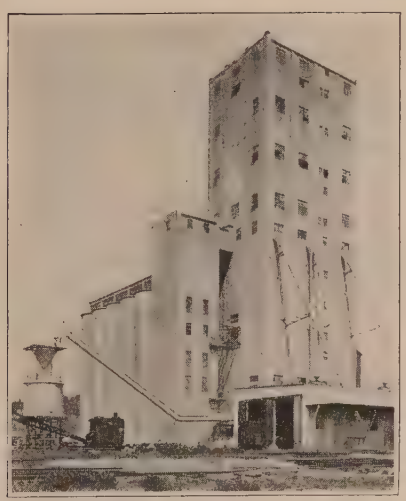

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LET US PLAN A GRAIN DRYING PLANT FOR YOU

Patents Granted

17,439. Grain Delivery Chute. Rowland C. Clapp, Portland, Ore. A chute comprising a longitudinally curved bottom and substantially vertically disposed sides, said sides provided with abutting means for limiting the movement of the chute into a ship's hold.

1,727,448. Bagging Device. Wm. J. Schario, Fergus, Ont., and Aug. L. Schario, Hamilton, Ont. In a bagging device, a pair of standards, bag edge clamping hoops carried by the standards, and a flexible shield attached at its sides to the standards and having its lower portion engaging the outside of a respective hoop.

1,728,951. Grain Sprouter. Henry Appel, Waterloo, Ia. The device consists of a hollow downwardly flared container having numerous aerating wall orifices, a rotatable supporting and delivery device in the lower part of the container, and a hollow numerously apertured aerating body with telescoping sections supported for vertical stages of displacements within the container and spaced from its inner walls.

1,730,318. Back-stop. Percy C. Day and Frank W. Jury, Milwaukee, assignors to the Falk Corporation, Milwaukee, Wis. In a back-stop mechanism for elevators, conveyors and the like the combination of a stator, a rotor, roller elements therebetween permitting rotation of rotor in one direction only, and centrifugally actuated means carried by rotor for retaining rollers out of engagement with stator during rotation of rotor.

1,729,527. Dust Collector. Harry W. Titgen, Philadelphia, Pa. A plurality of screening units having independent discharge chambers and communicating intake chambers, fluid-propelling means, connections between the pressure and discharge sides of propelling means and discharge chambers, and means for controlling connections whereby the cleaned fluid may be supplied to one of chambers under pressure while being withdrawn from another.

GRAIN DRIERS

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1,728,131. Scraper for Conveyors. Jos. F. Noecker, Bloomfield, Neb. A scraping means for the lower roller of an endless conveyor or belt comprising a one-piece scraper element of arcuate transverse cross section having a scraping edge at each side thereof to oppose the top and bottom of the roller with which it is associated, apertured lugs projecting rearwardly from the element near each end thereof and between the edges, an adjustable support for each end of the element extending through the lugs, and means for fixedly securing the supports to the element.

1,728,283. Automatic Stop for Belt Conveyors. Chas. R. Fisher, Rogers City, Mich. The combination of an endless belt conveyor, a take-up pulley slidably mounted at one end of the conveyor and having the belt return-wrapped therearound, a second pulley mounted at the opposite end of the conveyor, supporting members for the intermediate portions of the belt conveyor, driving means for the conveyor, means for moving said take-up pulley according to the stretching of the belt and means automatically operated by abnormal movement of the take-up pulley when the belt is overloaded for stopping the driving means.

1,728,851. Dump Door. Wilbur A. Blakely, Grant Center, Ia. In the dump opening in the floor of the driveway is a door comprising a plurality of parallel side sections, hinged side to side near the planes of their upper surfaces, the ends of sections normally resting upon the floor at either side of opening, one of the end sections being hinged to the floor at one extremity of the opening and a flexible element secured to the floor beneath last mentioned section extending around the other end section and thence above the door, the sections being adapted to roll into a roll by pulling of the element from the free end of the door toward the other end thereof.

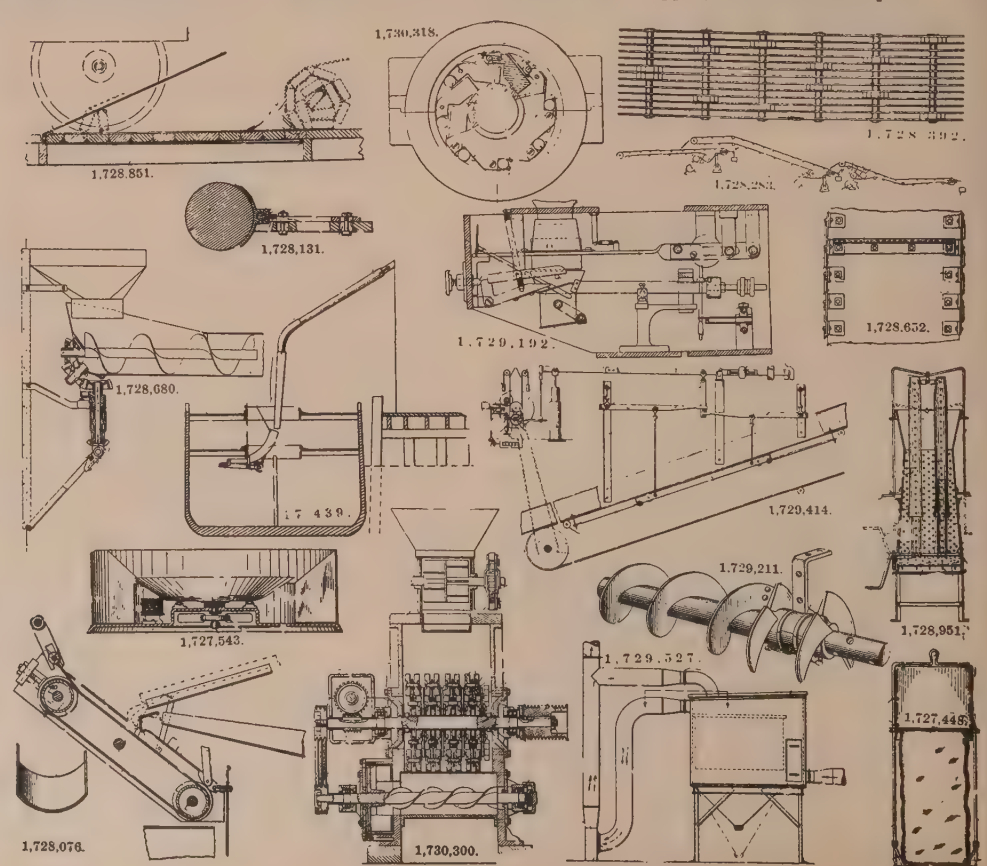
1,728,680. Driving Mechanism for Conveyors. A. J. Hartley, Peoria, Ill., and A. C. Houweling, Pella, Ia., assignors to Hart Grain Weigher Co., Peoria. A grain conveyor mounted for movement in vertical and horizontal planes, a conveyor shaft, and means for transmitting the power to the conveyor shaft in all positions of vertical and horizontal adjustment, said means including a driving shaft having a fixed support and intermeshing gears establishing a driving connection between the shafts, the gears having their contacting surfaces fashioned to permit vertical movement of the axis upon movement of the conveyor in a vertical plane while maintaining an uninterrupted driving engagement.

1,728,392. Hammer Mill. Walter J. Clement, Utica, N. Y., assignor to the Bossert Corporation, Utica. The mill comprises a rotor, and hammers arranged in a multiplicity of series circumferentially of rotor, the hammers in certain series being arranged in circumferential lines converging from the ends toward the center of length of rotor in the direction of rotation thereof, certain of hammers being arranged in circumferential lines diverging from the center of length toward the ends thereof in the direction but at a different slope than that of the converging lines the hammers diametrically opposite to each other being arranged close to the same position lengthwise of rotor.

1,729,211. Screw Conveyor. John L. Erisman, Chicago, assignor to H. W. Caldwell & Son Co., Chicago, Ill. In a screw conveyor, a plurality of separate screw sections, a bearing interposed between them and means associated therewith for conveying material across the gap occasioned by the bearing and for protecting the bearing, said means comprising a plurality of cup-shaped members, each adapted to engage one of the screw sections and to overhang the bearing, and each carrying a plurality of segmental screw paddles arranged adjacent the bearing, the angle of inclination of paddles being different from the angle of inclination of the screw portion on the shaft.

1,728,652. Portable Conveyor. Harry H. Barber, Aurora, assignor to Barber-Greene Co., Aurora, Ill. A conveyor belt comprising a flexible load supporting web with metallic side flanges, each having a mounting foot secured to the web, but extending inwardly from the edge thereof for a small proportion of the belt width, leaving the middle portion of the web unstiffened by such foot pieces; and rigid cross flights at intervals on the web, attached thereto, adjacent to the marginal flanges, and also at intermediate points beyond the inner ends of the mounting feet of flanges, whereby the web is held up to the cross flights and adapted to sag between flights, forming pockets to carry the load.

1,729,192. Automatic Weighing Machine. Arthur Smith and Christopher Southall, Birmingham, Eng. In automatic weighing machines, the combination comprising a supply hopper, a weigh pan, a weigh beam on which the pan is carried, a vibratory feed regulator located between the hopper and the weigh pan, and electro magnetic means for vibrating the regulator, the regulator comprising a receptacle which is open at its upper side to the lower end of the hopper, and is also open at its



underside above the weigh beam pan and a transverse partition which separates the inlet side from the outlet side and prevents flow of material thru the regulator except when the latter is subjected to a horizontal vibratory movement, substantially as described.

1,730,300. Grinding Mill. Wm. A. Seymour, Leavenworth, assignor to the Hesse Mfg. Co., Leavenworth, Kan. In a grinding mill, the combination with the rotating grinder, of a housing for the grinder comprising a screen embracing the lower half of the grinder, a grinding plate tangentially disposed relatively to grinder and associated with one end of the screen, and a second grinding plate concentric with the grinder and associated with the other end of the screen, said housing also including an inlet throat located above grinding plates and grinder, the curvature of screen being eccentric to and in excess of the path through which grinder rotates, the screen being closest to the grinder at the bottom.

1,728,076. Pea Cleaning and Sorting Machine. Geo. J. Olney, Westernville, N. Y. In a pea cleaning and sorting machine the combination of a main support, an inclined belt-carrying frame, an endless conveyor belt mounted on belt frame to have its upper length ascend, means to drive belt, a casing spaced from the upper length of the belt and forming an air passageway thereabove and having a feed inlet thereinto intermediate its ends, means to deliver peas to inlet, means for supplying a current of air to a zone adjacent to the lower end of passageway and an apron depending from the lower edge of casing and adjustable to direct more or less of current of air to passageway.

1,727,543. Magnetic Separator. John Johnston, London, Eng. Apparatus for separating magnetic and non-magnetic material comprising a rotatable pan to receive the material to be treated, said pan having a side wall which diverges outwardly from the axis of rotation towards the top, means to rotate the pan, means for creating a magnetic field to act on the material in the pan, which field extends around a sector only of the side of the pan, means for feeding the material to be treated to the pan in the sector of the magnetic field, whereby the non-magnetic material is centrifugally discharged from the pan and the magnetic material is retained in the pan until the part thereof to which it has been fed moves out of the magnetic field and is then separately discharged by centrifugal action.

1,729,414. Weighing Device. Louis A. Biehler, Stanhope, N. J. A mechanism for weighing material being transported by a conveyor, comprising a disc, means for rotating said disc at a speed proportional to the speed of conveyor, a friction wheel mounted in contact with disc and adapted to be rotated thereby, the wheel normally rotating with its axis parallel to a radius of the disc, means for angularly varying the axis in accordance with the instantaneous weight of material on a portion of conveyor whereby the friction wheel tends to move radially of disc until the axis of rotation thereof again becomes parallel with the radius of disc, a differential mechanism including a pair of gears, means for rotating one of gears at a speed proportional to the speed of disc, means for rotating the other of gears in the opposite direction at a speed proportional to that of friction wheel, indicating mechanism associated with differential, the elements being so related that no movement of indicating device will take place when instantaneous load becomes zero.

The attitude of European markets toward the buying of wheat on a protein content basis will be studied by Dr. Robert Newton, professor of seed crops at Alberta University. The appointment was made by the National Research Council of Canada.

Loans totaling more than $9,000,000 to be expended by co-operatives in payments to members on the 1929 crop as a stabilization measure have been approved by the Federal Farm Board. The Sun-Maid Raisin Growers and the Federal Fruit Stabilization Corp. are the principal groups involved. Half of the credit is to be extended by the Farm Board and half by a group of banks. The advance to growers is double the amount advanced them last year.

Supreme Court Decisions

Digests of recent decisions by State and Federal Courts involving rules, methods and practices of the wholesale grain, field seeds and feedstuffs trades.

WAREHOUSEMEN.—Under certificate whereby warehouseman agreed that it would deliver property deposited to depositor, or order, on surrender of receipt properly indorsed and on payment of storage, charges, and advances, and Rev. St. 1919, § 13504, warehouseman did not agree to hold the goods for depositor, but for holder of the warehouse receipt, whoever that might be.—*National Match Co. v. Empire Storage & Ice Co. Kansas City Court of Appeals, Mo.* 19 *S. W.* (2*d*) 565.

CARRIER'S RECEIPT OF GOODS IN APPARENT GOOD ORDER.—Recital by carrier in Bs/L that goods shipped were in apparent good order and condition is prima facie evidence that as to all circumstances which were open to inspection, goods were in good order, but does not preclude carrier from showing, in case of loss or damage, that such was due from cause existing but not apparent at time goods were received for shipment.—*Carroll v. Royal Mail Steam Packet Co. Supreme Court of Oregon.* 279 *Pac.* 861.

RAILROAD DISCRIMINATION IN FAVOR OF OWN COMPANY.—Separate corporation organized by railroad company to engage in gravel business as commercial enterprise must be considered as distinct entity, in suit by rival gravel company to enjoin unlawful competition, thru indirect allowance of rebates, even though intention was to use the gravel company merely as a device to accomplish illegal purpose.—*Federal Gravel Co. v. Detroit & M. Ry Co. Supreme Court of Michigan.* 226 *N. W.* 677.

POOL CAN NOT MAKE THE MARKET PRICE.—Contract for sale of raisins to packing company by co-operative association based on "price quoted by seller," required sale at price quoted in general market, and not in particular localities; "market price" and "market value" both meaning price or value of article established or shown by sales in the way of ordinary business, "market value" being price at which goods are freely offered in the market to all the world.—*Kings County Packing Co. v. Sunland Sales Co-op. Ass'n. District Court of Appeal, California.* 279 *Pac.* 1036.

RIGHT TO CROPS AFTER FORECLOSURE SALE OF LAND.—One who, having bought land at mortgage foreclosure sale, rented it to another for a third of the crop, had, after crop was harvested and divided, such interest in his one-third share, though not delivered to him, that he could maintain action of claim and delivery therefor where it was sold under foreclosure of crop mortgage given by prior owner of land. Under C. S. § 6373, lien of mortgage on crop to be sown does not attach to a crop not sown or caused to be sown by mortgagor, but by another; mortgagor not having or retaining interest thereon.—*Albrethsen v. Clements, Sheriff. Supreme Court of Idaho.* 279 *Pac.* 1097.

CAN NOT REOPEN CONTROVERSY AFTER SETTLEMENT.—Where buyer and seller agreed on reduction of price because of defective conditions of goods sold, and buyer paid seller in full therefor, there was an accord and satisfaction, and seller could not afterwards reopen controversy and claim goods were not defective and underweight.—*Landow & Co. v. Riser. Supreme Court of South Carolina.* 149 *S. E.* 225.

MEASURE OF DAMAGES FOR BREACH OF CONTRACT.—In action by seller of beans for breach of sale contract, instruction that damages consisted of difference between contract price and sale price, plus expense of selling, but that seller must have done all that it could to minimize damages, *held* not erroneous, since it substantially laid down true rule of measure of damages.—*G. L. Webster Canning Co. v. Hogue-Kellogg Co. U. S. Circuit Court of Appeals.* 34 *Fed.* (2*d*) 10.

New members of the American Ass'n of Cereal Chemists are: Mark L. Walton, St. Paul, Minn.; C. Elmer Barrett, Salt Lake City, Utah; F. E. Oakes, Caldwell, Kan.; Arlee A. Andre, Grand Island, Neb.; Arthur J. Kittleson, Minneapolis, Minn.; Wm. F. Goeppinger, Chicago; G. G. Warner, Chicago; Edwin DeBarr, Enid, Okla.

Celebrate Opening of Road Thru Wheat Country.

A good will train carrying Amarillo, Tex., business men has opened the branch of the Rock Island from Liberal, Kan., to Amarillo. Service on the road which taps a potentially great wheat territory in the North Panhandle country was hailed by cheering throngs who pointed out prosperity of wheat farmers and development of new cities as signs of a new empire.

Nearly a score of towns are developing on the 152 miles of line. Gruver, Tex., claims to be the principal city of the upper wheat belt. It already is an important grain point.

Baker, first city south of Liberal, pointed out three large grain elevators as signs of prosperity. This place is in Texas county, Okla., which shipped 12 million bus. of wheat this season.

Texhoma, on the state line, joined in the celebration by pointing out one of the largest elevators in the territory, that of Riffe Bros. Two million bus. of wheat have been shipped from the town so far this season.

At all points the visiting delegation heard stories of bumper crops and general prosperity.

All business was suspended for the celebration.

GRAIN CLAIMS BUREAU, Inc.
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Examination of account sales returns, shipping dates, and amount of grain actually loaded, frequently uncovers legitimate freight claims that you do not realize are collectable. Work done on percentage basis only. No saving, no charge. The recommendations of our clients prove this service to be of value.

W. S. BRAUDT,
Auditor, Champaign, Illinois

Books Received

ANNUAL REPORT of the Illinois Agricultural Experiment Station appears in book form as, A Year's Progress in Solving Farm Problems of Illinois. The book is compiled and edited from reports of heads of departments and project leaders by F. J. Keilholz under direction of H. W. Mumford, dean of the station. A study made of farmers' elevator profits and management, the crop seed situation, a study of grain storage capacity at Chicago and price variations are among things of interest to the grain trade. The book is well prepared, and indexed for efficient use. It is published at the offices of the station at Urbana.

Grain Carriers

WASHINGTON, D. C.—Three hundred thousand dollars have been allotted for federal work on the Houston ship channel in Texas.

CHICAGO, ILL.—The National Industrial Traffic League will hold its annual meeting Nov. 20-21 at the Palmer House. The annual dinner will be held Nov. 20.

HIGHLAND, WIS.—This place and Linden will be without railroad service when the state commission grants permission to the Mineral Point & Northern railroad to tear up its tracks.

ONE HUNDRED mountain type fast freight locomotives have been authorized by the Pennsylvania. The locomotives will cost about 9 million. At 41 miles an hour they develop 4,278 h.p.

BUFFALO, N. Y.—William J. Conners, whose package freight steamers of the Great Lakes Transit Corp. handle 85% of the flour and feed moved over the inland waterways, died from a heart attack Oct. 5.

BURLINGTON, IA.—With thousands of bus. of grain in the Burlington Trans-Mississippi elevator, officials of the operating company are attempting to obtain more barges to expedite the movement. An appeal is being made to the Inland Waterways Corp.

THE EMERGENCY export rate for grain, urged by the government to prevent congestion, passed out according to schedule Sept. 30. The rate, suggested by certain politicians, and which did a great deal to advertise storage conditions to buyers, came into being May 30.

MONTREAL, QUE.—The S. S. Rein, aground for 3 weeks on Frazier shoal, near here, has been floated. Tugs lightered 60,000 bus. of the 650,000 bus. of wheat, which made up the cargo before they were able to release the steamer. The ship was damaged badly.

KINGSTON, ONT.—Light steel barges, powered by Diesel engines, have been approved as the best method of transporting grain from this point to Montreal and the Canada Steamship Lines will build a fleet of them. The first barge will be launched at Lauzon, Que., in the near future.

HOUSE BILL No. 4287 would make it unlawful to offer bribes to influence distribution, supply or movement of freight cars in interstate freight and would also make it unlawful for employes of railroads to solicit bribes. The bill was introduced by Representative Denison of Illinois.

PORT ARTHUR, ONT.—Handling more than 100,000 bus. of wheat per hour, Pool elevator No. 7 here loaded 550,069 bus. of No. 1 Northern into the steamer Lemoyne in 5 hours and 25 minutes. This is a record for the head of the lakes. The weighing-up time of the elevator was 1 hour and 5 minutes less than the loading time.

KANSAS CITY, MO.—Local shippers are organizing for an effort to obtain a 9 ft. channel in the Missouri River instead of the 6 ft. as proposed by army engineers. The shippers point out the proposed 9 ft. channels on other streams of the Mississippi system and declare the Missouri project would result in costly transfers from 6 ft. barges on the Missouri.

ESTIMATED CAR requirements for the fourth quarter as compared with the same period last year include grain, 424,725 as the estimated need compared with 492,802 used the same period last year, representing a decrease of 13.8 per cent. It is estimated that 121,815 cars will be needed for cottonseed and products, representing an increase of 12.5% over the number used in the corresponding period last year.

DEMURRAGE charges were reduced by one-third in the 5-year period ending with 1925 as a result of the co-operation of shippers in prompt loading and unloading, declares the Security Owner. Demurrage in 1920 cost shippers $30,505,039 and the cost in 1925 was $20,391,640. The savings is pointed out as one of the constructive achievements of the Shippers Advisory Boards.

BARGE LINE service between Cincinnati and New Orleans will be opened in June, 1930, by the Mississippi Valley Barge Line Co. of St. Louis, Mo. Fifty barges and 5 tow boats are under construction. A bi-weekly service is contemplated, with a downstream schedule of 6 days and an upstream run of 12 days. Intermediate points to be served are Louisville, New Albany, Henderson, Brookport, Metropolis, Joppa, Cairo, Bird's Point, Memphis, Helena, Greenville, Vicksburg, Natchez and Baton Rouge. Evansville, Ind., is endeavoring to be placed in the cities to be given service. Grain and flour men of that city are backing a move to have the barges stop there regularly.

KANSAS CITY, MO.—Protesting the disregard of the promised differential of 5c on wheat and flour from Gulf ports to the Continent, representatives of the Southwestern Millers League have appealed to traffic representatives of the U. S. Shipping Board to restore parity in order that American millers may compete with foreign mills. The rate on wheat is 13c, while that on flour is 25c. The millers pointed out that the present ratio benefits the foreign miller at the expense of the American. The U. S. Board cut the rate 2c on flour in response to the plea but a lack of demand for wheat space has caused some shippers to cut the wheat rate to 12 and 11 cents.

I. C. C. Activities.

In No. 22689, the Clark Brown Grain Co., Bondurant, Ia., v. Chicago Great Western Railroad, claims an overcharge on grain shipments to Kansas City, Mo.

In No. 19482, St. Louis Cotton Oil Co. v. the Baltimore & Ohio, the effective date of the order of July 22, 1929, has been postponed from Oct. 15 to Dec. 14.

In I. & S. No. 3225 the proposal of the L. & N. to reduce absorption of switching charges of the Alton & Southern has been held by the Commission to be not justified.

In No. 20564 the Commission upheld the rate charged on a carload of beans from Filer, Ida., to Atlanta, Ga., and the complaint was dismissed. The complaint was filed by N. B. Keeney & Son, Atlanta.

Abandonment of 4.7 miles of the Rib Falls, Wis., line of the Chicago & North Western is asked in a petition by that road. The line is in Marathon county.

In No. 22646 the Nutrena Feed Mills Co., Kansas City, Kan., asks reparations on alleged overcharges on shipments of mixed feeds from Ordway and Avondale, Colo., to Kansas City.

In No. 22686, the Atkinson Milling Co., Minneapolis, Minn., v. Ann Arbor Railway Co., attacks rates on grain and grain products from Minneapolis to points in Indiana, Michigan and Ohio. The petition asks reasonable rates and reparations.

In No. 21595, Wolcott & Lincoln, Inc., v. the Chicago & Alton, the Commission has found that the rate charged on corn from Kansas City to Chicago, when the corn originated beyond Kansas City and was stored in transit there, was applicable.

In No. 21730, Joseph W. Ferguson et al. vs. the Baltimore & Ohio, the examiner recommends the dismissal of the petition and declares that rates on hay from Ashley, Hudson, Auburn, Hamilton, Summit and Waterloo, Ind., are not unreasonable.

A plea to abandon the branch line between Emerald and Woodville in St. Croix county, Wis., has been filed by the Chicago, St. Paul, Minneapolis & Omaha Railroad Co. The line is 9.59 miles long. The petition claims the territory is served sufficiently by other lines and that autos, buses and trucks have destroyed the road's business.

Export Rate Reductions in Part Renewed.

A general reduction of 7c a hundred lbs. on grain for export from points in Kansas, Nebraska and Missouri to the Gulf has been authorized by the Interstate Commerce Commission for about Oct. 15. Omaha, St. Louis, Cairo, Memphis and other points are involved.

The reductions follow a similar reduction made by the Kansas City Southern from Kansas City to the Gulf.

The transportation com'ite of the Kansas City Board of Trade met Oct. 8 to plan further action against the rate structure as presented by the authorized reductions to the Gulf. Members point out that the present arrangement forces all Southwestern wheat thru Gulf ports as the rates to the east are so far out of line since the reduction that grain could not move that way and compete for export. The Kansas City market and farmers actually are in a more unfavorable position than before the first cut, the com'ite declares.

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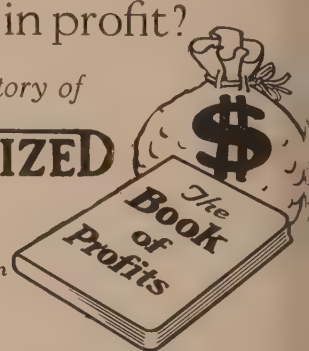

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Feedstuffs

DYERSBURG, IA.—William Jaeger will manufacture feed at the Dyersburg Mill.

SCOTLAND STATION, O.—The Walter H. Schaefer feed mill burned with a loss of $20,000.

OSKALOOSA, IA.—Remodeling of the feed mill of James Wake is underway. The cost is to be $5,000.

ST. JOSEPH, MO.—The Famo Feed Milling Co. has increased its capital stock from $70,000 to $100,000.

EL CENTRO, CAL.—Construction of the flour and mixed feeds plant of the Imperial Valley Milling Co. will start soon.

WICHITA FALLS, TEX.—The Central Feed & Seed Co. plant here burned with a loss of $60,000, partially covered by insurance.

LUBBOCK, TEX.—A batch mixer has been added by the Ideal Milling Co., which intends to manufacture a full line of poultry feed.

CLERMONT, IA.—H. F. Shipton has torn out his old grist mill and installed an attrition grinder with a capacity of 60 sacks of feed per hour.

BUNKIE, LA.—The new 4-story feed mill of the Union Oil Co. has been completed. The plant has a capacity of 60 tons daily and cost $35,000.

CHICAGO, ILL.—Lyman G. Teel has taken charge of the sales promotion and advertising dept. of the Hales & Hunter Co., feed manufacturer.

BROWNFIELD, TEX.—Bowers Bros. are installing a mixing unit in their plant. They expect to do custom and commercial feed manufacturing.

MINNEAPOLIS, MINN.—Considerable demand is coming in from all over for barley for feeding purposes, it being by far the cheapest feed on the list.—Stuhr-Seidl Co.

CHARLOTTE, N. C.—The Interstate Milling Co. has awarded contracts for the construction of a large addition to the mixed feed manufacturing plant. The building will cost $75,000.

BUFFALO, N. Y.—The Bacon Electric Co. is furnishing the 56 G. E. motors and the special dust-tight starting equipment for the new plant of the Producers Warehouse & Elevator Co.

HUDSON, WIS.—The Haertel Co. of Minneapolis, Minn., has leased the elevator here for feed purposes. The firm has been operating a chain of feed establishments in Minnesota.

ALAMOSA, COL.—R. E. Levers, Roswell, N. M., representing the Pecos Valley Alfalfa Milling Co., is inspecting this place as a site for the location of a large alfalfa mill.

EACH $8.68 invested in tankage brought $21.50 in pork, when fed pigs hogging down corn and soy beans (planted together) in tests conducted for 5 years at the Missouri Experiment Station.

MEMPHIS, TENN.—Rules governing future delivery contracts in cottonseed and cottonseed products at the Memphis Merchants Exchange Clearing Ass'n, have been published in pamphlet form.

CLINTON, WIS.—We have bot out the C. V. Irish business and erected a 20,000 bus. elevator and installed new machinery for feed grinding and mixing. We are on the Northwestern tracks. We will continue to operate our plant at Avalon. We handle grain, seeds, feed, hay, coal and motor oils.—Johnson & Deyong.

BINGHAMTON, N. Y.—Leslie M. Wilson, founder and pres. of the Empire Grain & Elevator Co. of this place and vice pres. of the Tioga-Empire Feed Mills, Inc., Waverly, N. Y., died of a heart attack Sept. 26.

LOS ANGELES, CAL.—J. Vining Taylor, for many years sec'y of the National Hay Ass'n, but more recently with the Nichols Hay Co., has become associated with the newly formed Rieger Hay Co. here.

NEW YORK, N. Y.—Spencer Kellogg & Sons have acquired the plant and business of the Copra Milling Co., Philippine Islands. The purchase will increase the cocoanut products facilities of the Spencer Co. 30 per cent.

DECATUR, ILL.—D. Sensenbaugh, formerly superintendent for the Illinois Feed & Elevator Co. at Bloomington, Ill., has been named head miller of the new soy bean mill of the Shellabarger Mill & Elevaor Co. here.

CHARLOTTE, N. C.—A four-story feed mill unit with a capacity of 100 tons of dairy, poultry and stock feed daily is under construction here for the Interstate Milling Co. The mill, to be completed Jan. 1, will cost $80,000.

NEW RICHMOND, WIS.—Feed grinding costs and the credit problem were discussed by David Steenbergh, Milwaukee, at the district meeting of the Central Retail Feed Dealers Ass'n here. Sixty-three members were present.

ST. JOSEPH, MO.—A 35,000-bu. elevator and feed mill of concrete construction is to be built by the Famo Feed Milling Co. to supplement its present storage and feed milling facilities. The new structure was designed by Horner & Wyatt.

WASHINGTON, D. C.—James H. Genung, connected with the feed industry for many years and the first pres. of the American Feed Manufacturers' Ass'n, has become private sec'y to E. I. Lewis, chairman of the Interstate Commerce Commission.

OSKALOOSA, IA.—The first of the Universal Feed Stores, to be developed into a chain of stores with a cash and carry policy, has been opened here. O. J. Meredith of Clinton is in charge. Other stores are to be opened up during the fall and winter.

SPRINGFIELD, MINN.—The Springfield Milling Co. is building a large addition to its plant to house machinery and equipment for the manufacture of feeds. V. H. Dani, formerly associated with the Cereal Mills Co., Wausau, Wis., has been appointed manager of the dept.

MT. VERNON, IND.—The Posey Seed & Feed Co. is installing a hammer mill with a capacity of 3,000 lbs. an hour to do custom grinding. Edward H. Winternheimer is the mgr. The company has offered a prize of $25 in a contest to choose a name for its seeds and eggs mash.

OGDEN, UTAH—Members of the Ogden Feed Dealers Ass'n have entered the egg shipping business, assemblying car lots for shipment to eastern markets. The Utah Poultry Producers Ass'n, a co-op. for the marketing of eggs, entered the feed distribution business some time ago.

TAYLORVILLE, ILL.—The new soy bean mill is ready to receive the crop of 14,000 acres under contract in Christian county. The county has the largest acreage of any county in the U. S., there being 20,000 acres in cultivation, counting that used for hay. The plant has a milling capacity of 800 bus. a day and a storage capacity of 150,000 bus. Some of the local receipts will be shipped to other points for processing.

J. P. PARKS
MILL FEEDS
Dried Buttermilk—Linseed & Cottonseed Meal
Brokerage Exclusively
400 New England Bldg. Kansas City, Mo.
327 So. La Salle St., Chicago, Ill.

No. 61
RED IRON OXIDE
86% Iron
IRON—COP
A scientific blend of Iron and Copper
Practical feeding tests have proven their blood and bone building value when incorporated in poultry and animal feeds.
Write for feeding data and full information
TAMMS SILICA CO.
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New Improved
Vertical Feed Mixer

Mixes With Less Power
Anti-Friction Roller Bearings
Thorough Mix Quickly
Ask for particulars
The Sidney Grain Machinery Co.
Sidney, Ohio

What Do You Need in Preparing Feeds?
Check below the items in which you are interested and mail to Information Bureau, Grain Dealers Journal, Chicago, and information on where to get what you want will be immediately sent you.

Attrition mills	Gluten, feed, meal
Alfalfa meal	Hammer mills
Blood, dried	Iodine
Bone meal	Iron oxide
Buttermilk, dried, semi-solid	Linseed meal, cake
Calcium, carbonate, phosphate	Meat meal, scrap
Cocoanut oil meal,	Minerals
Cod liver oil	Mineral mixtures
Charcoal	Molasses,
Commercial feeds	Oyster shell, crushed
Cottonseed meal, cake	Peanut meal,
Feed mixers	Phosphates, rock
Feed concentrates	Potassium, chlorid iodide
Feeders for mills	Salt
Fish meal	Screenings
Formulas	Skim milk, dried
	Soybean, meal
	Tankage
	Yeast for feeding

Information Bureau
GRAIN DEALERS JOURNAL
309 S. La Salle St. Chicago, Ill.

OKLAHOMA CITY, OKLA.—Drouth resistance of soy beans during the season just past when other plants suffered materially is expected to bring a large increase in acreage of that crop in northeastern Oklahoma. The beans are being boomed by many agricultural agents.

DENVER, COL.—The Ady & Crowe Mercantile Co. is installing a molasses plant at its local mill. The company has recently acquired the plant of the Sterling (Col.) Milling Co., giving the company two mills in that place. The firm now has 8 mills in Colorado and 2 in Wyoming.

PROTEIN supplements ranked for economy on a basis of feed costs a doz. eggs at the South Dakota Station were as follows: Tankage plus buttermilk powder, meat scrap, tankage, buttermilk powder, ground soybeans, buttermilk powder plus tankage, cottonseed meal and soy bean meal.

MARTIN, TENN.—The Southwestern Milling Co. has been incorporated for $25,000 by Lora F. Hall, J. C. Reed and G. W. Reed for the manufacture of flour, mixed feeds and corn meal. The company has purchased the plant of the American Mills and will enlarge it.

CENTERVILLE, IA.—The Standard Soy Bean Processing Co., the first of its kind in Iowa, has been organized here. The officers are pres., Harry Schultz; vice pres., S. V. Carpenter, and treas., F. L. Sawyers. These with Paul Strickler, George S. Armstrong and J. R. Hamm form the directors. The company has purchased a factory building. Operations will start this winter.—Art Torkelson, with Lamson Bros. & Co.

FITCHBURG, MASS.—J. Cushing & Co., operator of 39 feed stores thruout the New England territory, has been acquired by the Larrowe Milling Co., Detroit, Mich., feed manufacturer. The Cushing company has been the distributor of Larro products for several years. No changes in organization or policies of the Cushing stores will be made, Larrowe officials have announced. Larrowe is a unit of General Mills, Inc.

ALVA, OKLA.—Fred Merrifield, district agricultural agent speaking before the local farm outlook meeting, told farmers they must cut wheat acreage and turn to diversification of crops and products. Every farm should have at least 10 cows, some sowed feed and a large number of chickens, he declared.

FEED GRINDING on the farm will be abandoned as unprofitable by every feeder within easy hauling distance of the grain elevator where the operator has made it possible to do the farmer's grinding expeditiously and at low cost by the installation of an attrition mill of large capacity, with a products collecting system.

CHICAGO, ILL.—Allied Mills, Inc., holding company for the American Milling Co., Peoria, Ill., and the McMillen Co., Fort Wayne, Ind., will consolidate the general executive offices of the two companies and move them to Chicago. Temporary quarters will be in the Transportation Building until the Board of Trade Building is complete. Sales offices will be maintained at Peoria and Fort Wayne. The purchasing dept. will be moved to Chicago.

SOY BEAN flour manufacturing methods as perfected by D. Kalcheva, of the University of Sofia, Bulgaria, have been described in the annual publication of that school. The beans are soaked for 30 hours in water containing 5% of salt and 5% of soda, the water being changed frequently. The beans are then cooked in a pressure cooker for 3 hours and dried, ground to a flour and heated to 110 degrees C. The flour has become popular in some European countries.

DALLAS, TEX.—The Perry Burrus Elvtrs., Inc., the local plant of the Tex-O-Kan Flour Mills Co., has just completed a new feed mill which will operate under the name of the Tex-O-Kan Feed Mills. It is of re-inforced concrete construction and is up-to-date in every way. It will soon be in operation and will manufacture all kinds of poultry and stock feeds. J. C. Mitchell, formerly with the Universal Mills at Ft. Worth, Tex., and before that connected with feed mills in Memphis, Tenn., is manager.

SUPERIOR, NEB.—We are doubling the capacity of our feed plant, building an addition 100x108 ft., three and four stories high, and will put in equipment for handling molasses and mixing molasses with all our feeds. We will install the cold process mixing machine, and additional machinery for poultry feeds. Will also install freight elevators, conveyors and other necessary machinery for producing balanced ration feeds. We hope to have the new plant in operation before the close of the year.—Bossemeyer Bros., E. Bossemeyer, Jr.

Hay Movement in September.

Receipts and shipments of hay at the various markets, in tons, during September, as compared with September, 1928, were:

	Receipts		Shipments	
	1929	1928	1929	1928
Denver (cars)	58	140	....	....
Cincinnati	4,587	5,907	....	....
Kansas City	18,396	20,952	5,436	7,620
Milwaukee	252	406	....	....
Peoria	940	8,730	50	270

Feed Movement in September.

Receipts and shipments of feeds at the various markets during September as compared with September, 1928, in tons, were:

	Receipts		Shipments	
	1929	1928	1929	1928
Chicago	15,168	11,585	54,087	44,019
Cincinnati	570	480	....	....
Kansas City	6,800	5,320	18,500	17,540
Milwaukee	4,860	2,710	12,275	6,800
Peoria	29,580	28,060	47,940	37,360
Sioux City (cars)	....	....	219	222

Exports of Feeds.

Exports of feed of domestic origin for August, in tons, compared with August, 1928, and for the eight months ending with August, are reported by the Buro of Foreign and Domestic Commerce as follows:

	Aug.		Eight Months Ended Aug.	
	1929	1928	1929	1928
Hay	605	680	8,164	11,197
Cottonseed Cake	10,128	226	96,329	82,219
Linseed Cake	35,362	25,859	246,792	184,987
Other Oil Cake	1,443	3,142	19,042	11,419
Cottonseed Meal	2,482	718	28,753	25,509
Linseed Meal	1,410	338	9,467	5,134
Other Oil Meal	859	219	2,668	1,452
Mixed Dairy Feeds	134	(1)	1,731	(1)
Mixed Poultry Feeds	519	(1)	3,357	(1)
Other Prepared and Mixed Feeds	980	3,233	10,473	19,348
All Other Feeds	975	2,247	22,461	25,808

YEAST is Essential
FOR POULTRY AND LIVESTOCK INCLUDE
Early Riser Animal-Poultry Yeast
in Your Feeds. Manufactured by
Reel Products Co., Cedar Rapids, Iowa

HIAWATHA GRAIN CO.
MINNEAPOLIS, MINN.
Grain, Screenings, Mill Oats
GROUND FEEDS
Straight Cars Mixed Cars
Operating HIAWATHA MILL

SHIPPERS OF
RED DURUM
Sulphured and Natural Oats
Barley Buckwheat and other
grains for poultry feed
ARCHER-DANIELS-MIDLAND CO.
Grain Department
MINNEAPOLIS, MINN.
Elevator Capacity, 2,500,000 Bushels

FAIRMONT'S
Pure Flake
Buttermilk
9 Large Plants
Excellent Service
THE FAIRMONT CREAMERY CO. U. S. A.
OMAHA, NEBRASKA

INCREASE YOUR FEED BUSINESS
Add MINROL-PROTIN to Your Poultry Mashes
MINROL-PROTIN is a **Complete** Mineral Concentrate for Poultry. It supplies ALL the minerals poultry requires. Added to your grain rations NOW it will insure good results for customers using your feeds.
Learn how MINROL-PROTIN will improve the efficiency of *your* poultry feeds and increase *your* business. Send today for our interesting, informative booklet, illustrated with photographs of actual results obtained with mixtures containing MINROL-PROTIN.
Feeds That Contain MINROL-PROTIN Are Better Poultry Feeds.
L. C. L. or Carload quotations on request.
Unusually attractive proposition to feed manufacturers in several states. Write for full particulars.
THE CONCENTRATE PRODUCTS COMPANY
549 West Randolph Street Chicago, Ill.

HENDERSON, MICH.—Grease dripping on the hot manifold of a tractor used for power started a fire which destroyed the feed mill operated by Raymond Skinner & Son here. The loss was $4,000 to the plant and an adjoining barn. The younger partner suffered burns in a futile attempt to extinguish the blaze. He had just stopped the tractor when the fire started. This village was threatened until 3 fire departments finally brot the blaze under control. One other man suffered burns. The loss is covered by insurance.

CHICAGO, ILL.—Vitality Mills, Inc., operated by Rosenbaum Bros., has established a feed jobbing department. G. J. Cahill, operator for many years of the Cahill Grain & Products Co., Milwaukee, Wis., will be in charge of the new department. The Cahill Co. discontinued business Oct. 1. Vitality Mills, Inc., has been manufacturing mixed feed for many years. E. D. Koehler, formerly with Hales & Hunter Co., has recently become mgr. of the feed company. Mr. Koehler also spent a year on research work for the Collis Products Co. and also was on the faculty of Purdue University.

MINNEAPOLIS, MINN.—Hogs fed an all-corn ration do not get sufficient protein either to keep them gaining at the maximum rate or to make the most economical gains from the standpoint of feed costs, tests at the Minnesota Agricultural Experiment Station have shown again. H. G. Zavoral, swine specialist at the station, found the cost of feed $5.20 per hundred lbs. of gain, while for hogs fed corn and buttermilk the cost was $4.12 and for hogs fed corn and tankage the cost was $4.09 a hundred. Hogs do better when fed both plant and animal protein, Mr. Zavoral declared. For hogs on corn without milk he recommends a mixture of tankage and oil meal.

Program of Feed Control Officials.

Topics of vital interest to feed manufacturers and dealers will come before the annual convention of feed control officials Thursday and Friday, Oct. 21-Nov. 1 at Washington.

The ass'n has invited members of the American Feed Manufacturing ass'n and feed men in general to attend sessions of the first day when problems of mutual interest will be discussed. The officials hope to foster further co-operation with the feed trade thru such a mutual meeting. D. W. McMillen, Fort Wayne, Ind., pres. of the manufacturing group will address the assembly on the first day, immediately following the address of Pres. G. S. Fraps, College Station, Tex., of the control ass'n.

W. H. Hosterman, U. S. Dept. of Agriculture, will speak on the problems of grading alfalfa meal.

Officials will be guests of the manufacturers on Thursday evening at a theater party.

Friday morning's session will be for ass'n members only. Uniform methods of sampling, excessive use of limestone, how cod liver oil can be detected in feeds, the fixing of a moisture standard as a basis on which to compute other fixed chemical standards, whether trade names should be accepted under the statement of ingredients of feedstuffs and how closely the guaranteed analysis should agree with the actual analysis and other topics will be discussed.

Com'ite reports wil be heard at the Friday afternoon session.

Vitamin of Cod Liver Oil in Mixed Feeds.

The report of the U. S. Dept. of Agriculture warning that vitamin A of cod liver oil is lost quickly when mixed with commercial feeds has been attacked as unfair by certain members of the feed trade because the cod liver oil is not added to supply vitamin A.

L. M. Brown of the farm department of the National Oil Products Co. points out that vitamin A exists in yellow corn, alfalfa and green feed and that therefore the balanced ration contains it in ample quantities. He also makes clear that cod liver oil is mixed with commercial feed to supply vitamin D which is available only in sunlight, real or artificial, or in cod liver oil.

Changes in St. Louis Millfeed Rules.

Rules governing millfeed futures transactions on the St. Louis Merchants Exchange were changed by a vote of the membership Oct. 3 as follows:

During the last three days of a current option month, after April 30, 1930, no new commitments shall be permitted.

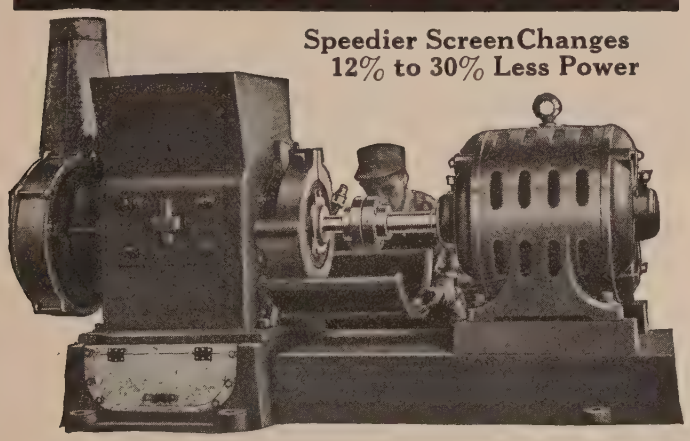
A service charge of 15c a ton in addition to the regular commission charge must be made when a member is called upon to make delivery and such service entails the procuring of laboratory certificates, paying drafts, handling Bs/L or other service, except the handling of a delivery notice which does not entail any other service.

Millfeed trades for members shall be at one-half the regular commission instead of three-quarters as provided before adoption of the change.

The regular commission will be 20c a ton, $20 per 100-ton round lot, raised from 15c a ton.

Bran is exempted from the requirement that millfeed tendered on contract must be accompanied by an official certificate showing the crude fiber content as required by the American Ass'n of Feed Control Officials. The officials do not require such a certificate for bran.

A side line business of $49,876 with builders' supplies was done in 1928 by the Perrysburg Grain & Seed Co., Perrysburg, O., which handles seeds, brick, tile, cement blocks, lime and sand in addition to its grain business.



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12% to 30% Less Power

A New Williams Grinder
— The "SPEED KING" —

Finishes grain or ear corn in one operation with 12% to 30% less power (proved by actual comparison). Has quickest method of changing screens—no need to remove cover. 50% heavier ball bearings. Improved hammers and discs, greater weight, no vibration and many other improvements. Eight sizes. Let us send descriptive matter.

Williams Patent Crusher & Pulverizer Co.
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OLDEST AND LARGEST BUILDERS OF HAMMERMILLS IN THE WORLD
Williams
PATENT CRUSHERS GRINDERS SHREDDERS
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Building Customer Good Will

For sixteen years, dealers have been building good will and making money in the feed business by selling

Semi-Solid Buttermilk

the greatest supplement to any hog or poultry ration.

Semi-Solid Buttermilk is the most wholesome form of condensed buttermilk; its lactic acid content is the enemy of disease and its protein is 100% digestible and assimilable.

It protects pigs from the flu and is the only hope for combating Necrotic Enteritis. It is the greatest aid in increasing egg production and protecting the health of poultry the year round.

Semi-Solid Buttermilk makes cash customers of your slow payers because they actually make money through its use. It helps you sell more feed because it makes all feed produce better results.

Semi-Solid Buttermilk is one of the most profitable commodities to add to your already well established line of business.

If you are not acquainted with our dealer proposition communicate with the home office for details.

CONSOLIDATED PRODUCTS COMPANY
4750 SHERIDAN ROAD, CHICAGO

Feed Grinder

MORRIS, MINN.—The Morris City Mills has installed a hammer mill.

DULUTH, MINN.—The Co-operative Central Exchange plans to build a feed mill here.

MARKESAN, WIS.—John Hull has purchased the Berkholz feed mill.

PARKER, S. D.—The Parker Feed Mills have installed a new 50 h. p. direct connected Jay Bee hammer mill.

MOORHEAD, MINN.—Goldberg Seed & Feed Co. has purchased a building and remodeled it into a feed mill.

CHILLICOTHE, O.—A new feed mixer and a combination corn sheller have been installed by the R. E. Clark Milling Co.

LEXINGTON, MISS.—A $50,000 corporation to build and operate a feed mill is reported as being organized by George S. Beall, Jr.

SILVERTON, TEX.—The Silverton Milling Co. has added a department for the manufacturing of sweet feeds.

BLOOMFIELD, IA.—The Power Live Stock Remedy Co. has installed a new mixer and grinder.

DETROIT LAKES, MINN.—Manufacturing poultry feeds will become one of the activities of the Jackson Flour & Feed Co.

CLEAR LAKE, WIS.—The New Richmond (Wis.) Roller Mills will build a feed mill and warehouse here. The new plant follows the policy of establishing businesses in dairy districts.

LUBBOCK, TEX.—The new sheet iron warehouse of Economy Mills, Inc., has been completed. The company now has warehouse capacity for 20 cars. The company plans to remodel and enlarge its feed mill.

ELWOOD, IND.—The Kiefer Feed & Supply Co. has consolidated all of its lines under one roof at the elevator and adjoining brick store room. The feed business and all grinding machinery have been removed from the old elevator which will be torn down.

COTTONSEED MEAL
All Grades
Arrival Drafts — Quick Shipments
Humphreys-Godwin Co.
ESTABLISHED 1898 Memphis, Tenn.

CHICK-FEEDS
Starting and Growing Mashes
Emery Thierwechter Co.
Oak Harbor, Ohio

BOWSHER Crush Grind Feed Mills Mix

Rapidly crush ear corn (with or without husk) and grind all the small grains; either separately or mixed—mixed as they are being ground—not before or after. This saves time and labor.

"COMBINATION" MILLS Use the famous Cone-Shape burrs. Light Draft. Large Capacity. Solidly Built. Long Life. Special sizes for the milling trade. Sacking or Wagon Box Elevator. Circular on request.

The N. P. Bowsher Co., South Bend, Ind.

Mutual Feed Dealers and Millers Meet.

How feed dealers may protect their profits, and the place of the feed dealer in working for better dairy herds were among the important topics discussed at the convention of the Mutual Millers & Feed Dealers Ass'n at Conneaut Lake, Pa. Officers elected were: Pres., Frank J. Young, Alden, N. Y.; vice-pres., L. A. Glessman, Conneaut, Pa.; sec'y-treas., Clayton Faults, West Valley, N. Y., and directors: E. B. Dunbar, Little Valley, N. Y. and P. C. Harned, Conneaut Lake, Pa.

D. K. Steenbergh, Milwaukee, told the members that the quick turnover, low profit system can not build a stable and profitable feed business. Present margins are low enough. The credit problem, large stocks which run into money and widely fluctuating markets make the quick turnover proposition practically impossible in the feed business, Mr. Steenbergh continued. Price cutting is also impossible. Considering 9% as about right for the cost of doing business and 3% as the net the speaker pointed ou that a 12% mark up should give anywhere from 6 to 30% on the investment. A speculative or buying profit is necessary as the dealer will have difficulty in marking his feeds up to the 14 or 15% needed gross to insure a 12%. He then suggested marking up the staple prices such as bran about 8% and other items up to 12, counting on the speculative profit for the rest.

Prof. R. H. Olmstead of Penn State College likened a cow to a dealer who is paying her owner a price for her feed. If she is a good milk producer she is a good dealer paying a big price for her feed and for this reason it is easy to sell that feed to the owner.

New Source of Tankage.

Tankage as a by-product of the packing houses has long been acknowledged to be a valuable supplement to corn in feeding hogs; but the supply is limited.

By cooking garbage under 80 lbs. pressure of superheated dry steam all pieces of bone are cooked to powder and the moisture driven off, a vacuum separator extracting coffee grounds, egg shells, phonograph needles, glass and crockery, making it safe to eat.

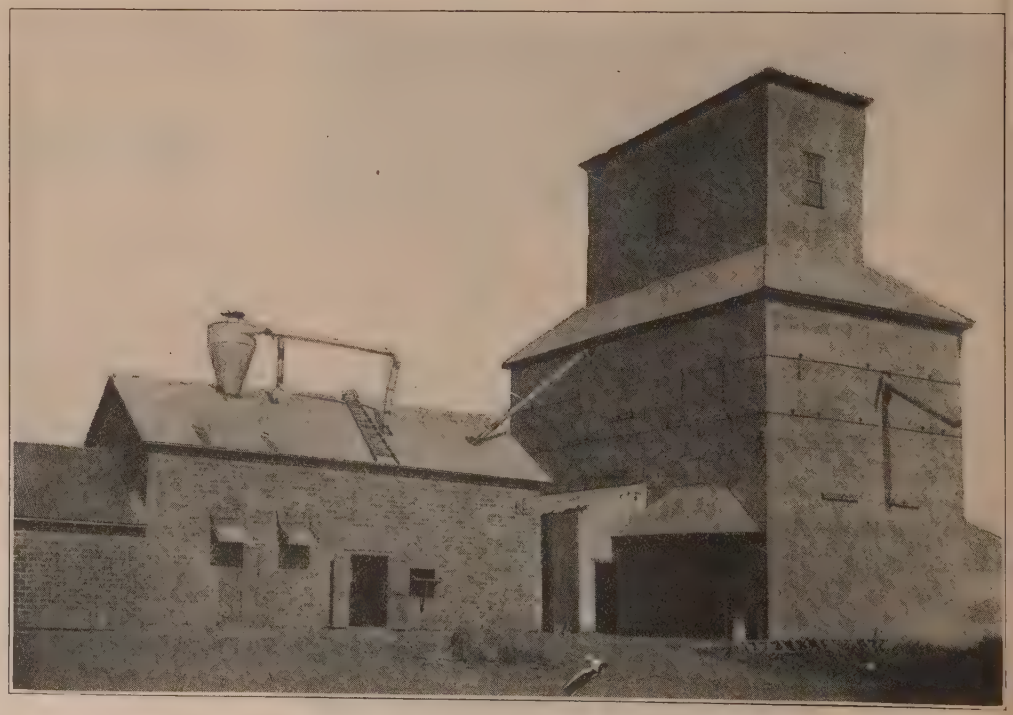
The garbage of Indianapolis, Ind., is now being treated by this process, and sold in a wholesale way to cattle and hog feeders who are obtaining wonderful results. Using the processed garbage feed Purdue University in 1927 produced pork 57 cents per 100 lbs. cheaper than by any other feed.

An Oklahoma Elevator with Feed Grinder.

Feed grinders are growing more common in Oklahoma as the farmers are increasing the diversity of their activities and adding to the livestock on their farms. Among the recent installations is a hammer mill in the plant of the Pocasset Grain & Elevator Co.'s plant.

A 20x39 ft. building with 16 ft. tile walls and an iron roof, was built between the company's 15,000 bu. elevator and its 20x28 ft. tile warehouse, to accommodate the grinding equipment. This was built with two floors, the ground floor being of reinforced concrete. The upper floor accommodates three hopper bottomed bins, one of which is used as a grinding bin, feeding grain into the hammer mill, and the other two as service bins from which the ground product can be spouted to the working

R. W. Davidson, Pocasset, Okla.
Mgr. Pocasset Grain & Elevator Co.



Pocasset Grain Co.'s Feed Mill and Elevator at Pocasset, Okla.

floor and sacked or diverted to two chutes delivering the product to the farmers' wagon or truck in bulk. A spout from the elevator adjacent handily takes advantage of the elevating equipment to deliver bulk grain to the grinding bin. An outside chute is used to feed hay into the mill when this class of grinding is desired.

The grinding equipment is a No. 3 Jay Bee Hammer Mill direct-connected with a 60 h.p. Fairbanks-Morse Motor.

The electric power rate on which the mill is operated begins at 8 cents and graduates on a sliding scale to 2½ cents. These costs run 8 cents for the first 100 k.w., 7 cents for the next 100, 6 cents for the next 200, 5 cents for the next 300, and so on.

Grinding rates charged by the Pocasset Grain & Elevator Co. are 12½ cents on shelled corn or small grain, 20 cents on ear corn and oats, 25 cents on bundle stuff or hay, per 100 lbs.

The 15,000 bu. studded, iron-clad elevator adjacent the south side of the grinding building, is equipped with a Kewanee Truck Dump, a double pit with a butterfly diverting valve, one leg fitted with 7x14 in. buckets and capable of handling 1,000 bus. per hour, a Boss Air Blast Car Loader, 5-bu. Richardson Automatic Scales, a Western Corn Sheller and a No. 33 Western Cleaner. All the machinery is run by a 25 h.p. G. E. Motor set in the engine house. Power to run the leg is transmitted to the cupola thru transmission rope.

It is the old Hill Bros. elevator purchased by J. H. Moore and R. W. Davidson on June 16, 1916, when these partners combined to form the Pocasset Grain & Elevator Co. Mr. Davidson is manager. Coal and livestock are among the sidelines handled.

Soy-Bean Inspection Extended.

The increase in the production of soy-beans in the Middle West, for sale to mills manufacturing soy-bean oil and meal, has resulted in a considerable demand for the inspection of soy beans.

Last year inspection was established at Peoria and Bloomington, Ill., and both of these offices expect greater business this year.

The Buro of Agri. Economics seems to be striving to get a strangle hold of the trade by establishing inspection bureaus without authority of law or request from the trade.

Soy Bean a Coming Crop.

Increasing uses of soy bean products and by-products for feeding and commercial purposes gives the United States an opportunity for a crop which will not face the problem of overproduction for many years to come, declared Dr. Bruno Rewald, of Hamburg, Germany, and a representative of Hansa-Muehle Soya Werke. He was speaking before the soy bean banquet of the American Milling Co., a branch of Allied Mills, Inc., at Peoria, Ill.

"There is no telling what the soy bean may eventually mean to this and other nations. New uses and by-products are being developed rapidly. Thus in Germany we make soy bean flour to be used in making bread," the speaker related.

Prof. J. C. Hackleman, of the University of Illinois, pointed out that Illinois produced one-third of the U. S. crop last year. The U. S. ranks fourth in world production. Manchuria produces three-fourths of the world's crop with Korea and Japan also listed ahead of the U. S.

New Trade Marks for Feedstuffs.

SOUTHERN MILLING CO., Augusta, Ga., filed trademark, Serial No. 279,010, the word DUPLEX to describe poultry feeds.

AURORA FLOUR MILLS CO., Junction City, Kan., filed trademark, Serial No. 285,061, a design of a black line with four brownies standing on it, each supporting capital outline letters, the letters being T Y C O and beneath the black line the word Brownies, to describe wheat flour, poultry feeds, dairy feeds and pig feeds.

SOYBEANS

We are in the Market for Soybeans for our Chicago and Toledo Mills
Unlimited Storage Facilities

P. O. BOX 321 DECATUR, ILLINOIS

ARCHER-DANIELS-MIDLAND COMPANY

Clean, White
Louisiana
SALT
99.84% Pure

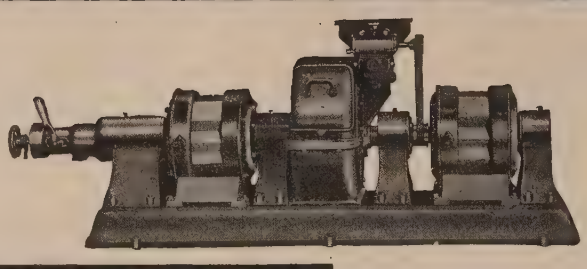
Free from shale, moisture, organic matter, adulterants
Best for Your Trade.
Will not cake or harden.
Costs no more.
Get samples for feed mixing.
Splendid profits for Dealers.

Myles Salt Co., Ltd.
New Orleans, La.

H. B. NAY
Sales Representative
360 N. Michigan Ave., CHICAGO, ILL.

Costs Less to Run — Large Capacity — Grinds Fine or Coarse — Rugged — Best All Around Feed Grinder

Every bit of power applied is used in useful grinding. Our patented method of mounting the ball bearings keeps the grinding plates perfectly true. Unequalled hardness and durability of Monarch plates keep operating cost down to the minimum.



The Low Cost Feed Grinder

MONARCH ATTRITION MILL

The Low Cost Feed Grinder

The sturdiest and best all around feed grinder ever built Many in use fifteen years and still giving excellent service. Thousand of mills and elevators have increased their profits and built up a satisfied list of customers with a Monarch. It will do as much for you. Nine different sizes with capacities of 1,000 to 12,000 pounds per hour. Catalog ID on request.

Custom Grinding and Mixing Plants are our specialty. Many elevators now operating Monarch Designed and Equipped Plants find them highly profitable. Interested? Write and ask for details.

Flour Mill Builders

Sprout, Waldron & Co.
1202 Sherman St., Muncy, Pa.

Chicago Office
9 S. Clinton Street

Kansas City Office
612 New England Bldg.

MONARCH

Feed Mill Builders

Meeting of Southern Feed Mfrs.

E. P. MacNicol, sec'y of the Southern Mixed Feed Manufacturers Ass'n issued his annual report to the membership prior to the convention at Memphis Oct. 8-10 in order that members might have time to consider anything they may care to discuss at the meeting.

Extracts from his report follow:

The toughest feed year in the history of this association is drawing to a close. In summarizing our activities and accomplishments I feel, however, that we can look back on the preceding twelve months with pardonable pride for the past and confidence in the year ahead, for, in the aggregate, we have done much of a constructive nature.

Some of the activities, either concluded or still being considered, are:

A campaign against increasing the tariff on blackstrap molasses for feed purposes.

Co-operation with federal and state authorities in Georgia to bar the substitution of ground Johnson grass hay for alfalfa meal in feed ingredients.

A protest against North Carolina's ruling barring deadlock fasteners.

A vigorous and successful protest against South Carolina's efforts to make mandatory a statement of percentage of ingredients.

The granting of a tolerance for natural shrinkage in feeds shipped into Mississippi.

Efforts to abate the practice of merchandising feeds in Alabama by farm bureaus and county agents.

The taking of steps to protect funds collected on drafts put through Florida banks and subsequently tied up through receiverships.

Copyright protection for our uniform sales contract.

Co-operation with state feed control officials to bar the use of so-called cottonseed hull bran in feeds.

Preliminary steps for consideration of an application to Federal Trade Commission and adoption of trade practice rules for the industry in the south.

Under our bulletin service we have issued bulletins on general subjects, confidential trade reports, tonnage sales reports, legal bulletins, etc., to the number of more than one hundred, or an average of two a week.

The ass'n enters its fifth year in splendid shape from the standpoint of members, and we don't owe a dollar. To date we have represented, in our active membership, twenty-two milling companies; in our associate memberships, twenty-four companies.

Farm buro competition is a subject of growing concern and increasing menace to our industry. The activity of the farm buros and county agents in merchandising feeds is growing to an alarming extent. In several states competition from this source has now assumed alarming proportions. If the activity of county agents in merchandising feeds is not curbed, it is just a question of time before the county agent will cease to function as such and for which he is paid out of public money and become a general merchant in competition with the legitimate manufacturer, distributor and dealer.

Pursuant to the unanimous action of our members attending the informal spring meeting, at French Lick, Ind., President Pennington named the following com'ite for a preliminary survey for a trade practice conference: John B. Edgar, chairman; E. E. Laurent, L. R. Hawley (with the president and the ass'n's attorney as ex-officio members). This com'ite will make its report and recommendations at the annual meeting.

The fact that our membership has gone on record as being unalterably opposed to the use of hull bran in feeds led me to suggest the possible policing of our own industry by our own members. I requested our members that where they find a competitor's feeds, whether they are members or non-members, and which, by its price, indicates use of some inferior or adulterated material, that samples be taken of the feed and sent to me for analyzing purposes and subsequent action as may be wise and necessary. I sincerely hope that members will co-operate with me to the extent asked.

Again, I respectfully urge a fuller co-operation on the part of the membership in filling tonnage reports on sales each month. Mills that have in the past participated in this service have found it well worth while in more cases than one. There is no reason that I can see why we can't have 100 per cent return on this service, and to those mills which have failed in the past to co-operate, I respectfully urge that, for the sake of stimulating our efforts toward the securing of valuable statistics, they set prejudice aside for the general good of all. We have 22 milling companies operating some 26 mills. The average number of mills reporting has been around 13. In other words, because of failure to fully co-operate, this service is only 50 per cent efficient.

Trade Practice Conference for California Feed Trade.

With unanimous approval by the board of directors, the California Hay, Grain & Feed Dealers Ass'n has launched a movement for a trade practice conference to be held with the 1930 convention.

Pres. E. L. Dial will appoint a com'ite of representatives of every branch of the grain and feed trade, and the com'ite will draw up a set of trade practices to present to the convention. The Federal Trade Commission will have a representative at the convention to assist in the formulation of the rules.

The com'ite will call upon every member of the ass'n for suggestions. The suggestions will be discussed at group meetings during the winter. Have the Washington bureaucrats a monopoly of trade knowledge?

Cottonseed and Meal in Narrow Range.

Memphis, Tenn., Oct. 7.—Outside orders coming into the pit of the Merchants Exchange during the past week were mostly on the buying side, making trading in cottonseed fairly active. Selling was supplied by local longs, some liquidation of October contracts, and quite a little hedging in the deferred deliveries by gin interests, and owners of cash seed, of a quality permitting storage and later resale in usual channels or delivery against the futures. The October position still carries an attractive premium over the actual, plus freight to Memphis, and the months beyond have retained a carrying charge premium averaging almost $1 per ton for each thirty day period. This condition provides an ideal hedge operation for growers, ginners or mills, and it is somewhat surprising that more hedging pressure has not been felt, but this is partially explainable by the quality of seed now moving with high moisture content and the consequent impracticability of safe storage.

Average opinion as reflected by orders thru the wire houses, seems to favor the buying side of seed in the deferred deliveries, at below $40, while selling dries up at about that level. The strength in meal has been a sustaining influence, while oil, cotton lint and hulls have displayed only negative strength. Weather condition during the latter part of this week were such as may retard movement to the mills, and price changes next week, largely rests with weather conditions.

Cottonseed meal remained in a price range of about $1 per ton, advancing and declining irregularly, with $40 as a dividing line between those working for higher prices, and others bearishly inclined on the recent break in grains and stocks. Trade demand however, is in large volume at anything below $40 and this buying has checked every decline materially under a $40 level. Considerable mill selling developed early in the week, on the break to $39.50, but this tonnage was put under contract easily, and the cash market is again up to a basis of $40 encouraged by unfavorable weather conditions of the past few days.

Mill selling as a total has run into a very large tonnage, and many crushers report as being sold up for October, and some for November, December. October continues to hold relatively firmer than the deferred futures, and some think the spot month wil work to an attractive premium over December, and possibly over January, which up until the last few days has traded at an attractive carrying charge beyond the fall months. A turn in the grain markets and a continuation of present unfavorable weather conditions could advance cottonseed meal easily and rapidly.

Total sales for week, 11,725 tons.

STANDARD COMMISSION CO.
BROKERS
Grain, Mill Feed, Mixed Feed Ingredients
EXCHANGE BUILDING MEMPHIS

Durham Cane Feed
MOLASSES
TANK CARS—BARRELS
Douglas Corn Gluten Feed, Gluten Meal, Sweetened Gluten Feed, Corn Oil Meal
Penick & Ford, Ltd., Inc.
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COLORADO ALFALFA MEAL
All Grades and Grinds
Duplex Fine Grind and Leaf Meal for Poultry Mashes
Mixed Cars Our Specialty
The Lamar Alfalfa Milling Company
Lamar, Colorado

FEED and GRAIN SAMPLES ANALYZED by EXPERTS
Write, wire or phone
Harrison 649
RUNYON TESTING LABORATORIES
453 S. Clark St. Chicago, Ill.

"Feeds and Feeding"
ILLUSTRATED
19th Edition—770 Pages
By W. A. Henry and F. B. Morrison.
The recognized authority on feeds and feeding. Careful study of this book by elevator operators who grind and mix feeds will place them in better position to advise their farmer patrons as to the best in feeds. Keep it in your office within easy reach of your patrons and encourage their reading it.
Contains valuable formulae and suggestions on feed ingredients, proportions, etc.
Price $4.50, f. o. b. Chicago.
Grain Dealers Journal
309 S. La Salle St., Chicago, Ill.

Feed System Engineers—Plant Designs
Special Feedmill Machinery—Feed Formulas
DRIED BUTTERMILK AND SKIMMED MILK
Packed 100-lb. Paper-Lined Bags
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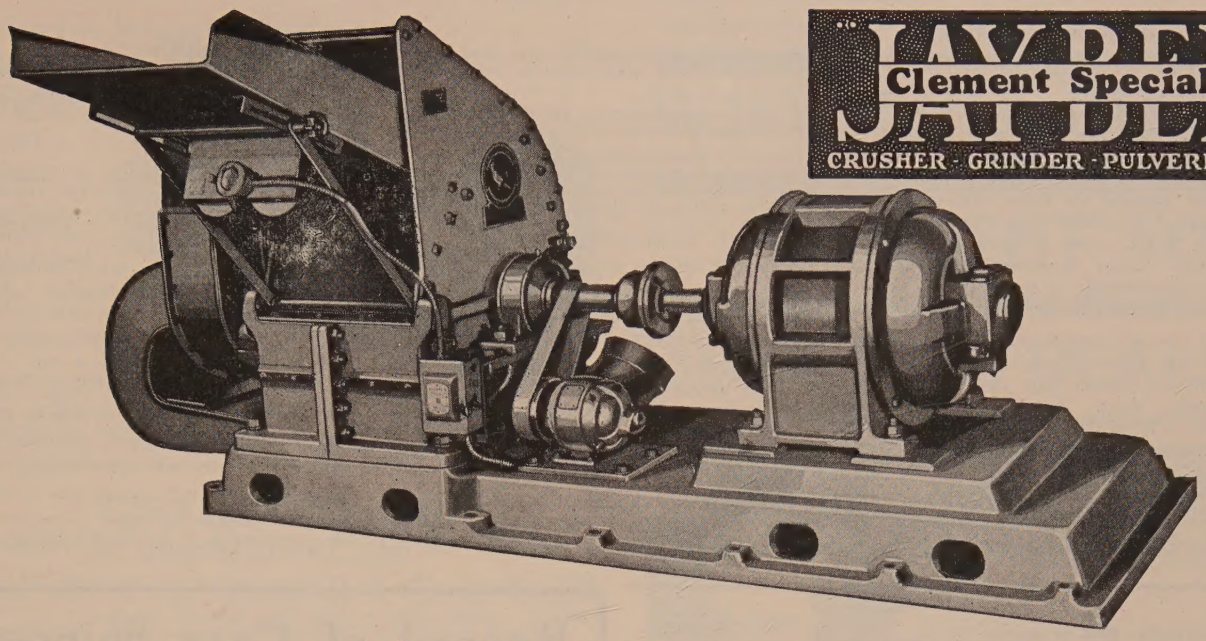


The Undisputed Low Cost Big Capacity Champion Grinder

6640 Lbs. Oats through ⅛ in. Screen—18,500 Lbs. Shelled Corn through ⅛ in. Screen per hour—75 H.P.

Capacities of 7,800 pounds of Oats thru ⅛ inch Screen—75 H.P.—have many times been exceeded.

Proof of "Jay Bee" unequalled low cost, big capacity grinding is again shown in the above capacities obtained by Deshler Roller Mills, Deshler, Nebraska (oats grinding) and Flanley Grain Company, Sioux City, Ia., (corn grinding)

The "Jay Bee" mill stands up. It will stand the hardest abuse for years. Heavy boiler plate steel construction makes it practically indestructible. Made by the largest hammer mill manufacturer, the Bossert Corporation, Utica, N. Y., who know how to build feed grinders, have made more hammer mills than any other manufacturer, and who give you the most for your money. ***Over 12,000 installations prove "Jay Bee" superiority.***

Sizes and styles to meet every grinding requirement: from 12 H.P. to 100 H.P. for belt, V-belt, or direct connected drives. Write for literature and complete details.

Puritan "Jay Bee" Molasses Mixer

The only Molasses Mixer made that will mix cold molasses in any proportion without balling the molasses. As nearly perfect as science and mechanical skill can produce. Its efficiency and capacity are in keeping with the undisputed superiority of the World Famous "Jay Bee" mill.

Write for literature.

A Business Builder

Not only does the "Jay Bee" excel in low cost per 100 pounds grinding, but also in quality of grinding. The grinding is always uniform and cool. The material ground is not darkened, or "off color." This means the finest possible grade of ground feed—the kind that customers will drive 15 to 20 miles to get, passing up other mills on the way that grind for less money per 100 pounds.

The unequalled grinding performance of the "Jay Bee" secured for the Browning Milling Co., Evansville, Ind., a contract to grind two million pounds of shelled corn a month.

And the beauty of "Jay Bee" grinding is that the "Jay Bee" is always dependable. Nothing clogs or stops the "Jay Bee." The "Jay Bee" will grind just as fine, fast, and satisfactory for many years, as it does the day installed.

J. B. SEDBERRY, Inc., 76 Hickory St., Utica, N. Y.
J. B. SEDBERRY CO., 819 Exchange Avenue, CHICAGO, ILL.
JAY BEE SALES CO. 442-444 Live Stock Exchange Bldg., Kansas City, Mo.
311-312 Terminal Warehouse Bldg., Omaha, Neb.

The Science of Merchandising.

"Their prices may be a little bit high, but I like to trade there anyway."

Haven't you heard this remark, or something similar, many a time? It is a tribute any merchandiser should be proud to win because, in short, it means that his place of business has not only applied the basic science of merchandising, but has added the touches of art in selling, by which trade is attracted *and held*. So to conduct your business that your customers *enjoy* contributing to your success is really to practice merchandising science.

This degree of customer confidence cannot be won by methods that make "lowest prices" possible. It depends on *things that cost money*, just as merchandise does. Some of them—sketched briefly in a form that might be termed "The Ten Commandmeuts of Retailing"—are:

1. Attractive quarters.
2. A genuine welcome and courteous service for every customer or prospective customer.
3. Comfort and conveniences for customers.
4. Good lighting.
5. Dependable merchandise—the best quality, in each price class, that can be sold for the money.
6. A stock as complete as circumstances warrant, well arranged and kept fresh and unsoiled.
7. Prompt adjustments of all complaints, to the customer's **complete** satisfaction—unless the complaint is grossly unreasonable. Remember, unfavorable comment about your store by **one** person may prove to be the leaven that will affect a whole community.
8. Assurance of one price to all.
9. An intelligent, courteous sales force.
10. Cleanliness everywhere—in personnel, as well as in the elevator and stock.

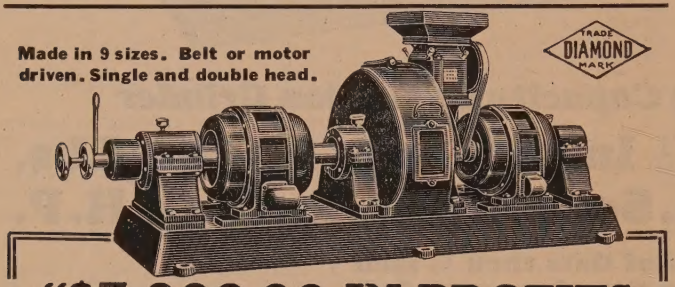
Unwise credit, poor collections or careless buying may offset any amount of good work along other lines. If those points receive proper attention, however, the elevator abiding by the foregoing "Ten Commandments" can succeed without disastrous sacrifice of prices.

Of course, prices should *always* be made as attractive as possible. The average person quickly resents an attempt to charge "all the traffic will bear"—and no amount of explanation or argument will soothe the customer who believes he has been "stung." Nevertheless, it is essential to stay out of the shadowy danger zone in which it is hard to tell where profits stop and loss begins.

While a stock should be complete enough to meet fully the needs of the trade it serves, it is not wise to carry too many brands, or too large a quantity of any one brand.

The turnover, too, must be kept in mind. A dollar invested in merchandise by a dealer earns nothing until the merchandise is sold. "Frozen" capital, at best, is a dubious asset. It may very easily become a liability.

Don't imprison your dollars in doubtful merchandise. Keep them working by using them to turn stocks of *good* merchandise—products which not only are meritorious but are backed by merchandising campaigns that make their merits known to the consumer.—From the "Book of Carey-ized Salt Profits."



Made in 9 sizes. Belt or motor driven. Single and double head.

"$7,000.00 IN PROFITS

in one year from my DIAMOND MILL," says Mr. J. J. Voight of Mountain Lake, Minn. Five years ago he installed his first Diamond Mill, 16" size. Two years ago it was replaced with a 22" size, and last year he purchased his third Diamond Mill in the 32" size. During the past year his mill has been grinding to capacity for the trade, with a net profit of over $7,000.

Diamond Huller Co., Winona, Minn.

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

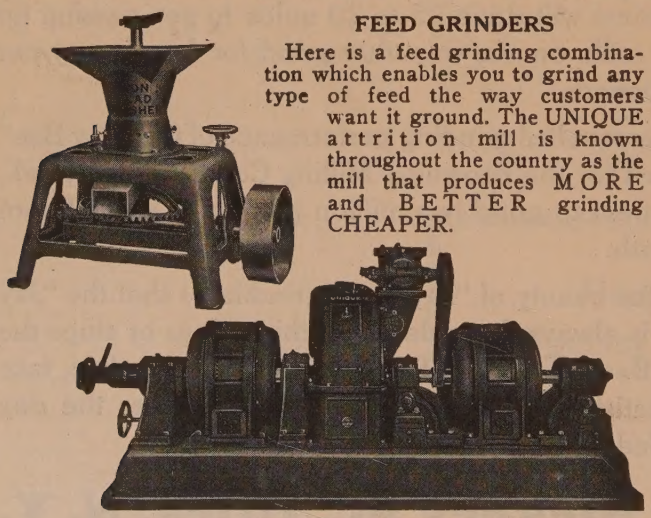
Order Form 385. Price, $3.00.

GRAIN DEALERS JOURNAL

309 So. La Salle St. Chicago, Ill.

OF COURSE YOU HANDLE FEEDSTUFFS! BUT WHAT PROFIT DO YOU MAKE?

We can show you how to make your own feeds at a good substantial profit and also increase your business by giving better service to the farmers in your community.



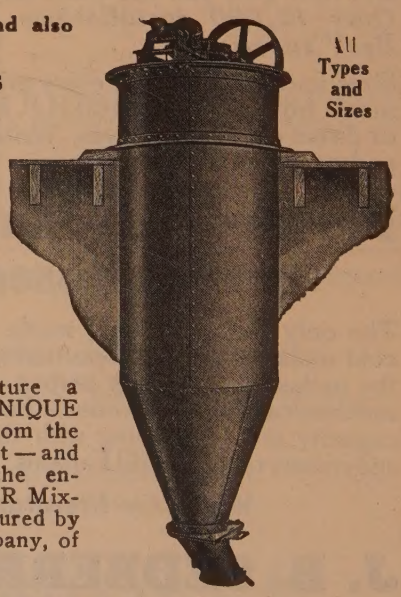
FEED GRINDERS

Here is a feed grinding combination which enables you to grind any type of feed the way customers want it ground. The UNIQUE attrition mill is known throughout the country as the mill that produces MORE and BETTER grinding CHEAPER.

FEED MIXERS

The UNIQUE Vertical Mixer is one of the most popular feed mixers on the market. The first cost is small — the machine is easy to install and economical to operate, and will mix all kinds of feeds at a profit for you.

We also manufacture a complete line of UNIQUE Horizontal Mixers—from the smallest to the largest — and recently took over the entire Line of GARDNER Mixers formerly manufactured by the Gedge-Grey Company, of Lockland, Ohio.



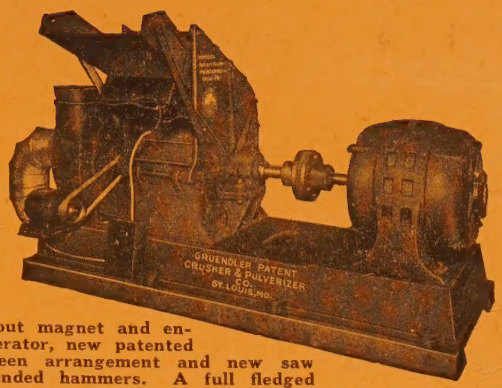
All Types and Sizes

Let us show you the way to greater profits in handling feedstuffs. Write us for catalogs on UNIQUE Feed Milling Machines or get in touch with our representative.

ROBINSON MFG. CO., 42 ROBINSON BUILDING, MUNCY, PA.

CHICAGO OFFICE—222 W. ADAMS ST.

New Standard Whirl Beater Custom Hammer Mill



with built-in spout magnet and enclosed type generator, new patented quick-change screen arrangement and new saw toothed double ended hammers. A full fledged hammer mill with over 45 years of successful performance. Needs no introduction and has never failed to get the business for Gruendler users over that of any other known principle of grinding in custom mills, elevators and commercial feed mills throughout America and known as

GRUENDLER
America's Leading Hammer Mill
A Mill Without a Competitor

Do not be influenced by comparisons with old style Gruendler Mills, of which there are many thousands still in successful operation, as against present day methods and modern improvements that are the outstanding features of *"GRUENDLER PROGRESS"* today.

GUARANTEE

Gruendler Standard Whirl Beater Custom Grinder guaranteed to give the greatest capacity and the most uniform fineness power for power over that of any known principle and will install anywhere on thirty days' trial along side of any mill you are now operating and no strings attached.

All sorts of claims are being made by Hammer Mills recently placed on the market, but anyone wishing to install mills for comparative tests, which are usually expensive to operator, will find Gruendler ready to meet the requirements.

Write for further particulars and let us explain fully in order that you may compare with your present equipment.

GRUENDLER CRUSHER & PULVERIZER CO.
29-17 North Market St. ST. LOUIS, MO.

A Gruendler hammer mill for every grinding need in elevator, custom feed mills or commercial feed plants.

The HAINES feed MIXER

THE MIXER THAT REALLY MIXES

A self-contained unit shipped completely assembled ready for operation as soon as connected to power. No extra parts or elevators necessary. No mill-wright labor required. Easily set up or moved.

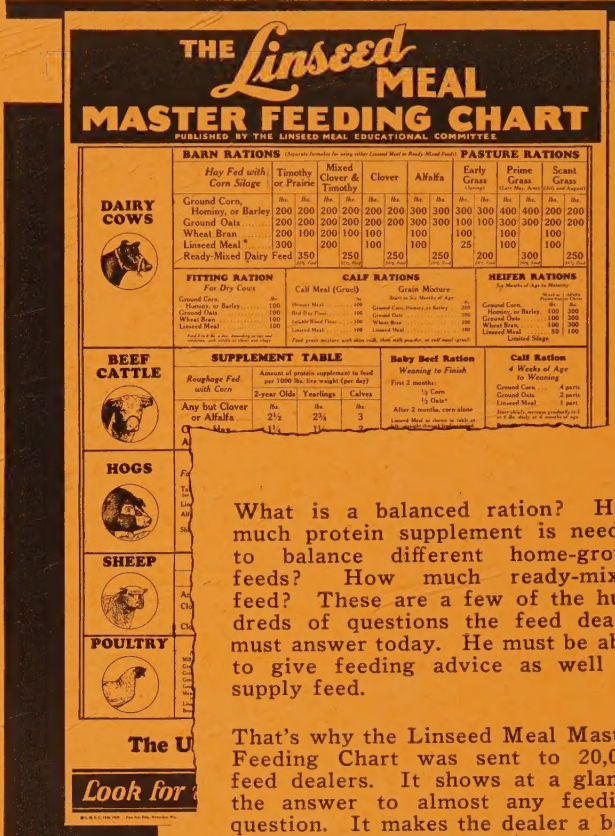
Send for Bulletin No. 18-G

Mixes thoroughly, rapidly and uniformly.
Requires small power and minimum floor space.
Shipped completely assembled ready for operation as soon as connected to power.
Easily set up or moved.
No elevators or millwright labor required.

WE WANT LIVE SALES REPRESENTATIVES IN OUR OPEN TERRITORY

THE GRAIN MACHINERY CO.
MARION-OHIO

WHY THIS CHART WAS SENT TO 20,000 FEED DEALERS



THE Linseed MEAL MASTER FEEDING CHART

PUBLISHED BY THE LINSEED MEAL EDUCATIONAL COMMITTEE

BARN RATIONS (Separate formulas for using either Linseed Meal or Ready-Mixed Feed) — PASTURE RATIONS

Hay Fed with Corn Silage	Timothy or Prairie	Mixed Clover & Timothy	Clover	Alfalfa	Early Grass (June)	Prime Grass (June, May, June)	Scant Grass (July and August)
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Ground Corn	200	200	200	200	300	300	300	400	400	200	200
Hominy, or Barley	200	200	200	200	300	300	100	100	300	200	200
Ground Oats	200	100	200	100		100		100		100	
Wheat Bran	300		200		100		100		100		100
Linseed Meal				100		100	25	100		100	
Ready-Mixed Dairy Feed (20% Protein)	350		250		250		250		200	300	250

DAIRY COWS

FITTING RATION (For Dry Cows): Ground Corn, Hominy, or Barley, Ground Oats, Wheat Bran, Linseed Meal

CALF RATIONS: Calf Meal (Grue); Grain Mixture (Start in Six Months of Age): Ground Corn, Hominy, or Barley; Ground Oats; Wheat Bran; Linseed Meal

HEIFER RATIONS (Six Months of Age to Maturity): Ground Corn, Hominy, or Barley, Ground Oats, Wheat Bran, Linseed Meal; Limited Silage

BEEF CATTLE

SUPPLEMENT TABLE

Roughage Fed with Corn	Amount of protein supplement to feed per 1000 lbs. live weight (per day): 2-year Olds	Yearlings	Calves
Any but Clover or Alfalfa	2½ lbs.	2¾ lbs.	3 lbs.

Baby Beef Ration — Weaning to Finish: First 2 months: ½ Corn, ½ Oats*; After 2 months, corn alone

Calf Ration — 4 Weeks of Age to Weaning: Ground Corn 4 parts, Ground Oats 2 parts, Linseed Meal 1 part

HOGS

SHEEP

POULTRY

The U

Look for

What is a balanced ration? How much protein supplement is needed to balance different home-grown feeds? How much ready-mixed feed? These are a few of the hundreds of questions the feed dealer must answer today. He must be able to give feeding advice as well as supply feed.

That's why the Linseed Meal Master Feeding Chart was sent to 20,000 feed dealers. It shows at a glance the answer to almost any feeding question. It makes the dealer a better advisor so he can sell more feed.

This new chart boosts *proper feeding* with the same impartial attitude that is characteristic of Linseed Meal advertising. Balanced rations for using ready-mixed and home-mixed feeds are shown side by side. It helps you sell the type of feed that goes best in your district. Also a dependable formula guide for batch-mixing.

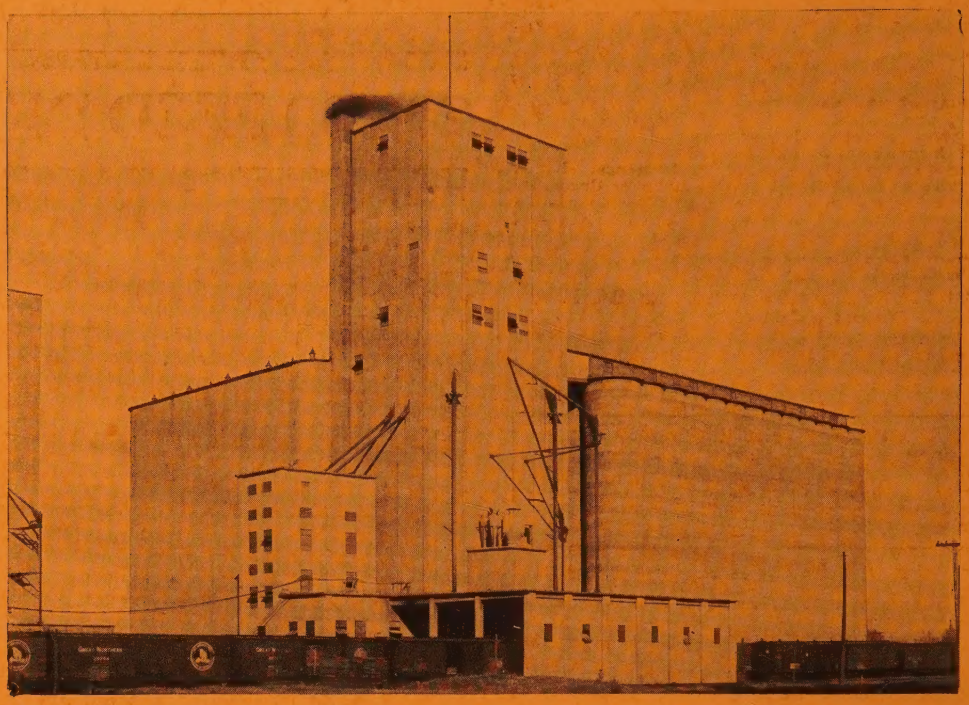
Be sure Linseed Meal is on the label of the mixed feeds you sell. Your customers look for it. If you have not received a copy of the New Linseed Meal Feeding Chart, write for one today. It's free.

LINSEED MEAL EDUCATIONAL COMMITTEE
Dept. 810, Fine Arts Bldg., Milwaukee, Wis.

Linseed MEAL
The Universal Protein Feed

The GRAIN DEALERS JOURNAL

Dependable Grain Handling Equipment



With this new addition of 500,000 bushel capacity, The Terminal Grain Co., of Sioux City, Iowa, now has a total storage of 1,000,000 bushels. Webster furnished and installed complete conveying and transmission equipment in this new addition.

For Over 50 Years

The names of Webster and Weller have been familiar to the grain trade as manufacturers of high grade machinery. During this period most of the large, as well as the smaller Elevators have depended on us for their elevating, conveying and power transmitting machinery.

That it has served its purpose well, is attested by the fact that when an elevator increased its capacity, Webster or Weller machinery was usually specified.

Because it is better fitted and more carefully designed it reduces installation costs and difficulties; also reduces renewal and repair bills.

A Few of Our Products

Apron Conveyors	Elevator Boots	Power Shovels
Belt Conveyors	Elevator Casing	Car Pullers
Chain Conveyors	Elevator Heads	Dock Spouts
Mixing Conveyors	Bag Elevators	Pulleys
Screw Conveyors	Elevator Spouts	Hangers
Bucket Elevators	Malleable Chain	Sprockets
Elevator Buckets	Friction Clutches	Gears
Etc.		

Whether you plan a large or small elevator, or add a new unit, the experience of Webster and Weller Engineers is available for the asking.

For equipment plans for your project, consult with us.

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